

FHWA-Indiana Environmental Document
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
GENERAL PROJECT INFORMATION

Road No./County:	United States (US) Highway 52, Franklin County
Designation Number(s):	1900192
Project Description/Termini:	Hot Mix Asphalt (HMA) Overlay, Minor Structural Project/ Along US 52, from State Road (SR) 244 to SR 229

X	Categorical Exclusion, Level 2 – Required Signatories: INDOT DE and/or INDOT ESD
	Categorical Exclusion, Level 3 – Required Signatories: INDOT ESD
	Categorical Exclusion, Level 4 – Required Signatories: INDOT ESD and FHWA
	Environmental Assessment (EA) – Required Signatories: INDOT ESD and FHWA
	Additional Investigation (AI) – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority

Approval _____
INDOT DE Signature and Date
INDOT ESD Signature and Date

 FHWA Signature and Date

Release for Public Involvement  2023.03.10
INDOT DE Initials and Date 13:22:02 -05'00' INDOT ESD Initials and Date

Certification of Public Involvement _____
 INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date: _____

Name and Organization of CE/EA Preparer: Summer Elmore, CHA Consulting, Inc.

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Note: Refer to the most current INDOT CE Manual, guidance language, and other ESD resources for further guidance regarding any section of this form.

Part I – Public Involvement

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

Does the project have a historic bridge processed under the Historic Bridges PA*?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If No, then: Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT, FHWA, SHPO, and the ACHP.

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e. notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Notice of Entry letters were mailed to potentially affected property owners near the project area on June 8, 2021, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, pages G-1 to G-2.

The project will meet the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual* which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

Public Controversy on Environmental Grounds

Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.

At this time, there is no substantial public controversy concerning impacts to the community or to natural resources.

Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: Indiana Department of Transportation (INDOT) INDOT District: Seymour

Local Name of the Facility: US 52

Funding Source (mark all that apply): Federal State Local Other*

*If other is selected, please identify the funding source: _____

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PURPOSE AND NEED:

The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.

Need:

The need for the project is due to the deterioration of the roadway along this section of US 52. The pavement on US 52 has exhibited block and traverse cracking throughout the project area.

The superelevation at two curves and multiple guardrail end treatments do not meet current *Manual for Assessing Safety Hardware (MASH)* standards. Additionally, the deteriorating condition of five maintenance pipes within the project area, according to the Engineer's Report dated October 7, 2020, require replacement. (Appendix I-11 to I-21).

Purpose:

The purpose of this project is to address the deteriorating conditions of the roadway and increase the services life to 12 to 15 years.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Franklin

Municipality: N/A

Limits of Proposed Work: US 52, from the US 52 and SR 244 JCT to the US 52 and SR 229 JCT

Total Work Length: 8.64 Mile(s)

Total Work Area: 28.92 Acre(s)

Is an Interstate Access Document (IAD)¹ required?

If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

¹If an IAD is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IAD.

Yes ¹	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: <input style="width: 100%;" type="text"/>	

Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions, current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.

The INDOT, with funding from the Federal Highway Administration (FHWA), is proposing to proceed with a HMA Overlay, Minor Structural project, involving US 52 from the SR 244 Junction (JCT) to the SR 229 JCT and five small structures within the 8.64-mile project area (CLV 052-024-114.58, CLV 052-024-116.27, CLV 052-024-116.59, CLV 052-024-117.47, and CLV 052-024-117.88).

Location:

The project is located along US 52, from the US 52 and SR 244 JCT in the unincorporated community of Andersonville, Franklin County, Indiana for approximately 8.64 miles east to the US 52 and SR 229 JCT in Metamora, Franklin County, Indiana. Specifically, it is located within Sections 13, 14, 15, 24, Township 12 North, Range 11 East and Sections 19, 28, 29, 30, 33, 34, and 35, Township 12 North, Range 12 East as shown on the attached 7.5 minute Clarksburg and Metamora, Indiana, United States Geological Survey (USGS) quadrangle map (Appendix B, page B-2).

Existing Conditions:

US 52 is functionally classified as a Minor Arterial Road. This section is not part of the National Highway System (NHS), however is a part of the National Truck Network (NTN). The roadway has a posted speed limit of 55 miles per hour (mph) with no access control. The existing road through the project area is a two-lane, 26-foot-wide roadway, with a typical section consisting of a 12-foot travel lane and a 1-foot-wide paved shoulder in each direction on hilly terrain. There is block and traverse cracking throughout the pavement along the US 52 project area. Additionally, the shoulders are showing moderate to severe alligator and edge cracking. Five small structures within the US 52 project area are experiencing surface loss and deterioration, debris buildup, and culvert inaccessibility.

Land use in the project area is generally agricultural, forested, and residential. Electric and telecommunication utilities were identified within the project area. Utility coordination will be completed by an INDOT certified utility coordinator following the appropriate

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guidelines. Maps and photographs of the area can be found in Appendix B, pages B-1 to B-22.

Preferred Alternative:

The pavement is anticipated to be milled 3.5 to 4.0 inches, overlaid with a 1.5-inch surface HMA layer on top of a 2.5-inch intermediate layer. At the locations of pavement failure, will be full depth patching using HMA Type B Patching. Driveways and approaches are to be milled and finished with HMA. Existing damaged guardrail will be replaced within the project area and all existing guardrail end treatments will be updated to meet current standards. Inadequate pavement superelevations will be corrected to meet current design standards.

Five structures within the project area will be replaced. An 18-inch-wide by 70-foot-long metal pipe structure, located approximately 0.57 mile east of Bulltown Road, will be replaced with an 18-inch wide by 57-foot-long pipe. A 24-inch-wide by 73-foot-long metal pipe structure, located approximately 0.45 mile east of Chapel Road, will be replaced with a 30-inch wide by 61-foot-long pipe. A 15-inch-wide by 70-foot-long metal pipe structure, located approximately 0.22 mile west of West Roberts Road, will be replaced with an 18-inch wide by 69-foot-long pipe. A 15-inch-wide by 50-foot-long metal pipe structure, located approximately 0.21 mile east of Frazer Road, will be replaced with an 18-inch wide by 70-foot-long pipe. Lastly, an 18-inch-wide by 50-foot-long metal pipe structure, located approximately 0.46 mile east of Frazer Road, is anticipated to be replaced with a 24-inch wide by 48-foot-long pipe. Scour protection will be placed at the outlets of each of these structures.

Environmental Impacts:

The project will require 0.78 acre of permanent right-of-way (ROW); 0.52 acre will be from residential land and 0.26 acre from agricultural land. No relocations are anticipated. Streams will be permanently impacted below the Ordinary High-Water Mark (OHWM) by structure replacement and the placement of scour protection. There will also be wetland and tree-clearing impacts due to structure replacement (Appendix B, pages B-30 to B-34).

Maintenance of Traffic:

The maintenance of traffic (MOT) for this project will require a detour for the culvert replacements and a partial lane closure, with two-way traffic maintained through the use of a flagger during the paving operations (Appendix B, page B-28).

Purpose and Need Evaluation:

The project will address the deteriorating roadway conditions by milling the existing roadway and overlay the road surface with a HMA overlay, extending the pavement life an additional 12 to 15 years. Additionally, the superelevation and guardrail end treatments will be upgraded to meet standards. Lastly, the project will address the deteriorating condition of five small structures within the project area by replacing the small structures.

Logical Termini/Independent Utility:

The termini of the project are those necessary to address the deteriorating roadway, the substandard superelevation and guardrail end treatments, and deteriorating small structures. The proposed work is not required by recent or planned changes to the US 52 facility, nor does the proposed work induce any other upgrades to the US 52 facility in this area. Therefore, this project has independent utility.

OTHER ALTERNATIVES CONSIDERED:

Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.

Single Lift Alternative:

The single lift alternative was considered for this project. This alternative proposes milling of the existing pavement 1.5-inch and replacing it with a 1.5-inch surface HMA layer. This alternative does not meet the purpose of the project to extend the pavement life by 12 to 15 years. Therefore, this alternative was dismissed from further consideration.

Reconstruction Alternative:

The reconstruction alternative was considered for this project. This alternative proposes a full depth reconstruction of the existing roadway and shoulder. This alternative would consist of removing all layers of the existing asphalt pavement and subgrade. The subgrade would be reconstructed, new aggregate would be placed and new layers of base HMA, intermediate HMA, and surface HMA. This alternative would address the purpose and need but is not prudent due to the higher cost than the preferred alternative or feasible due to the moderate traffic volumes of US 52.

“Do Nothing” Alternative:

The “Do Nothing” alternative was considered for this project. This alternative proposes utilization of the existing roadway and small structures with no expenditure of capital funds or improvements to the facility. However, the “Do Nothing” alternative would not meet

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the purpose of the project, which is to address the deterioration of US 52 and extending the pavement life 12 to 15 years, correcting the substandard superelevation and guardrail endcaps, and the deterioration of the small structures. Therefore, this alternative was dismissed from further consideration.

The No Build Alternative is not feasible, prudent or practicable because *(Mark all that apply)*

- It would not correct existing capacity deficiencies;
- It would not correct existing safety hazards;
- It would not correct the existing roadway geometric deficiencies;
- It would not correct existing deteriorated conditions and maintenance problems; or
- It would result in serious impacts to the motoring public and general welfare of the economy.
- Other (Describe):

ROADWAY CHARACTER:

If the proposed action includes multiple roadways, complete and duplicate for each roadway.

Name of Roadway US 52
 Functional Classification: Minor Arterial
 Current ADT: 2,583 VPD (2024) Design Year ADT: 2,583 VPD (2044)
 Design Hour Volume (DHV): 230 Truck Percentage (%) 13
 Designed Speed (mph): 55 Legal Speed (mph): 55

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Travel		Travel	
Pavement Width:	12	ft.	12	ft.
Shoulder Width:	1 (paved)	ft.	1	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

BRIDGES AND/OR SMALL STRUCTURE(S):

If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.

Structure/NBI Number(s): CLV 052-024-114.58 Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Metal Pipe		Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1	ft.	1	ft.

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Structure/NBI Number(s): CLV 052-024-116.27 Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed
Bridge/Structure Type:	Metal Pipe		Pipe
Number of Spans:	N/A		N/A
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	1	ft.	1

Structure/NBI Number(s): CLV 052-024-116.59 Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed
Bridge/Structure Type:	Metal Pipe		Pipe
Number of Spans:	N/A		N/A
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	1	ft.	1

Structure/NBI Number(s): CLV 052-024-117.47 Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed
Bridge/Structure Type:	Metal Pipe		Pipe
Number of Spans:	N/A		N/A
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	1	ft.	1

Structure/NBI Number(s): CLV 052-024-117.88 Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed
Bridge/Structure Type:	Metal Pipe		Pipe
Number of Spans:	N/A		N/A
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	1	ft.	1

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Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.

Five structures will be replaced as a part of the HMA Overlay and small structure replacement. All five structures will be detailed from west-to-east along the project.

The project will replace the existing 18-inch by 70-foot structure, CLV 052-024-114.58, located approximately 0.57 mile east of Bulltown Road, with an 18-inch by 57-foot pipe (Appendix B, page B-30). The structure will be skewed 93-degrees and will be sumped 3 inches. Additionally, 24 inches of Class I riprap will be placed for scour protection.

The second structure, a 24-inch by 73-foot metal pipe located approximately 0.45 mile east of Chapel Road, CLV 052-024-116.27, will be replaced with a 30-inch by 61-foot pipe (Appendix B, page B-31). The structure will be skewed 91-degrees and will be sumped 3 inches. Additionally, 24 inches of Class I riprap will be placed for scour protection.

The third existing structure, a 15-inch by 70-foot metal pipe located approximately 0.22 mile west of West Roberts Road, CLV 052-024-116.59, will be replaced with an 18-inch by 69-foot pipe (Appendix B, page B-32). The structure will be skewed 81-degrees and will be sumped 3 inches. Additionally, 30 inches of Class II riprap will be placed for scour protection. Any damaged guardrail will be replaced in-kind, and guardrail endcaps will be upgraded to meet standards.

The fourth existing structure, a 15-inch by 50-foot metal pipe located approximately 0.21 mile east of Frazer Road, CLV 052-024-117.47, will be replaced with an 18-inch by 70-foot pipe (Appendix B, page B-33). The structure will be skewed 90-degrees and will be sumped 3 inches. Additionally, 24 inches of Class I riprap will be placed for scour protection.

Lastly, the project will replace the existing 18-inch by 50-foot structure, CLV 052-024-117.88, located approximately 0.46 mile east of Frazer Road, with a 24-inch by 48-foot pipe (Appendix B, page B-34). The structure will be skewed 94-degrees and will be sumped 3 inches. Additionally, 24 inches of Class I riprap will be placed for scour protection.

No other structures will be affected in the project area.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a temporary roadway proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed MOT substantially change the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there substantial controversy associated with the proposed method for MOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provisions will be made for access by pedestrians and/or bicyclist and so posted (describe below).	<input type="checkbox"/>	<input type="checkbox"/>

Discuss closures, detours, and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Discuss any pedestrian/bicycle closures. Any local concerns about access and traffic flow should be detailed as well.

During culvert replacement in phase one, the Maintenance of Traffic (MOT) for traffic on US 52 will be a detour that uses US 52, SR 44, and SR 121, and is approximately 43 miles. During the surface overlay, the MOT will require a partial lane closure along US 52 and two-way traffic will be maintained using a flagger. Access will be maintained to all local properties during construction.

The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion.

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ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 250,000 (2020) Right-of-Way: \$ 10,000 (2023) Construction: \$ 6,295,172 (2024)

Anticipated Start Date of Construction: May 2024

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.52	0.00
Commercial	0.00	0.00
Agricultural	0.26	0.00
Forest	0.00	0.00
Wetlands	0.00	0.00
Other:		
Other:		
TOTAL	0.78	0.00

Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition, reacquisition or easements, either known or suspected, and their impacts on the environmental analysis should be discussed.

The existing ROW limits extend approximately 11 to 60 feet from either side of the centerline. The project will require approximately 0.78 acre of permanent ROW acquisition; 0.52 acre of residential land and 0.26 acre of agricultural land. No temporary ROW is required. The ROW required is to accommodate structure replacement (Appendix B., pages B-30 to B-34).

If the scope of work or permanent or temporary ROW amounts change, the INDOT Environmental Service Division (ESD) and the INDOT District Environmental Section will be contacted immediately.

Part III – Identification and Evaluation of Impacts of the Proposed Action

SECTION A - EARLY COORDINATION:

List the date(s) coordination was sent and all resource agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.

Early coordination letters were sent on March 2, 2022, June 16, 2022, and June 22, 2022 (Appendix C, pages C-1 to C-5).

Agency	Date Sent	Date Response Received	Appendix Page(s)
Indiana Department of Environmental Management (IDEM)	March 2, 2022	March 2, 2022	C-6
Indiana Department of Natural Resources – Division of Fish and Wildlife (IDNR-DFW)	March 2, 2022	March 31, 2022	C-7 to C-10
Indiana Geological and Water Survey (IGWS)	June 16, 2022	June 16, 2022	C-11 to C-13
US Department of the Interior (USFWS)	March 2, 2022	June 13, 2022	C-14 to C-42
National Resources Conservation Service (NRCS)	March 2, 2022	March 15, 2022	C-48 to C-50
Franklin County Surveyor	March 2, 2022	March 4, 2022	C-51
US Coast Guard (8 th District)	March 2, 2022	April 13, 2022	C-52
Federal Highway Administration	March 2, 2022	No response received	N/A
National Park Service (NPS)	March 2, 2022	No response received	N/A
US Army Corps of Engineers (USACE)	March 2, 2022	No response received	N/A

This is page 8 of 24 Project name: US52-HMA Overlay, Minor Structural Project Date: March 2, 2023

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US Department of Housing & Urban Development	March 2, 2022	No response received	N/A
INDOT- Seymour District	March 2, 2022	No response received	N/A
INDOT – Environmental Policy Manager	March 2, 2022	No response received	N/A
INDOT-Project Manager	March 2, 2022	No response received	N/A
Franklin County Commissioner	March 2, 2022	No response received	N/A
Franklin County Highway Department	March 2, 2022	No response received	N/A
Franklin County Community School Corporation-Superintendent	March 2, 2022	No response received	N/A
Franklin County Sherriff Department-Sherriff	March 2, 2022	No response received	N/A
County Emergency Management Agency- Director	March 2, 2022	No response received	N/A
Metamora Township Volunteer Fire Department	March 2, 2022	No response received	N/A
Franklin County Area Planning, Floodplain Coordinator	June 22, 2022	No response received	N/A
IDNR-DFW, Environmental Coordinator	February 28, 2022	February 28, 2022	C-53

Resource specific recommendations are included in the applicable sections throughout the remainder of this document. All applicable recommendations are included in the *Environmental Commitments* section of this document.

SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features

- Federal Wild and Scenic Rivers
- State Natural, Scenic or Recreational Rivers
- Nationwide Rivers Inventory (NRI) listed
- Outstanding Rivers List for Indiana
- Navigable Waterways

Presence

X

Impacts

Yes	No
X	

Total stream(s) in project area: 15 Linear feet Total impacted stream(s): 82 Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
UNT 1 to Little Sanes Creek	Ephemeral	69	2.5	Unnamed Tributary (UNT 1) to Little Sanes Creek flows north away from US 52 from structure CLV 052-024-114.58, approximately 0.57 mile east of the Bulltown Road intersection (Appendix F, page F-28). The stream flows into a pond, and continues east until it outlets to Little Sans Creek, a jurisdictional waterway. Due to this connection, UNT 1 to Little Sanes Creek is considered a Waters of the U.S. The stream is considered poor quality.
UNT 2 to Sillimans Creek	Intermittent	71	68 permanent, 3 temporary	UNT 2 to Sillimans Creek flows north away from US 52 at structure CLV 052-024-116.27, approximately 0.45 mile east of the Chapel Road intersection (Appendix F, page F-29). The stream flows into a pond, and continues east as Sillmans Creek, a jurisdictional waterway. Due to this, UNT 2 to Sillmans Creek is considered a Waters of the U.S. The stream is considered poor quality.

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UNT 3 to Little Salt Creek	Ephemeral	83.5	2	UNT 3 to Little Salt Creek flows south away from US 52 at structure CLV 052-024-116.59, approximately 0.22 mile west of the West Roberts Road intersection (Appendix F, page F-30). The stream continues southwest until it outlets to Little Salt Creek, a jurisdictional waterway. Due to this connection, UNT 3 to Salt Creek is considered a Waters of the U.S. The stream is considered poor quality.
UNT 4 to Little Salt Creek	Ephemeral	76	2	UNT 4 to Little Salt Creek flows south away from US 52 at structure CLV 052-024-117.47, approximately 0.21 mile east of the Frazer Road intersection (Appendix F, page F-31). The stream continues south until it outlets to Little Salt Creek, a jurisdictional waterway. Due to this connection, UNT 4 to Salt Creek is considered a Waters of the U.S. The stream is considered poor quality.
UNT 5 to Little Salt Creek	Ephemeral	69	4.5	UNT 5 to Little Salt Creek flows south away from US 52 at structure CLV 052-024-116.59, approximately 0.45 mile east of the Frazer Road intersection (Appendix F, page F-32). The stream continues south until it outlets to Little Salt Creek, a jurisdictional waterway. Due to this connection, UNT 5 to Salt Creek is considered a Waters of the U.S. The stream is considered poor quality.

Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B, pages B-3 to B-7), and the preliminary RFI report (Appendix E, page E-11) there are 112 streams, rivers, watercourses, or other jurisdictional features within the 0.5-mile search radius. There are fifteen (15) mapped streams, rivers, watercourse or other jurisdictional features within the project area.

A site visit conducted on October 13, 2021, by CHA Consulting, Inc. A *Waters of the U.S. Determination/Wetland Delineation Report* was completed for the areas of the project where impacts would extend outside of the existing pavement on July 21, 2022. INDOT Ecology and Waterway approved the report on July 27, 2022. Please refer to Appendix F, pages F-1 to F-48 for the *Waters of the U.S. Determination/Wetland Delineation Report*. It was determined only five impacted streams (UNT 1 to Little Sanes Creek, UNT 2 to Sillimans Creek, UNT 3 to Little Salt Creek, UNT 4 to Little Salt Creek, and UNT 5 to Little Salt Creek) were identified within the project area and are likely under the jurisdiction of the U.S. Army Corps of Engineers (USACE). The USACE makes all final determinations regarding jurisdiction.

Jurisdictional Features:

UNT 1 to Little Sanes Creek

UNT 1 to Little Sanes Creek is an ephemeral stream that flows north away from US 52 from structure CLV 052-024-114.58, approximately 0.57 east of the Bulltown Road intersection, with an OHWM 3 feet wide and 0.5 feet deep, with a substrate consisting mostly of silt and gravel. The stream has a narrow riparian buffer with surrounding residential, agricultural, and forested land use. The stream is considered poor quality due to the flow being diked. The OHWM starts at the outlet of the structure and flows north into a pond. It continues east until it outlets to Sanes Creek, a jurisdictional stream. Due to this connection, UNT 1 to Sanes Creek is likely considered a Waters of the U.S. and is jurisdictional under USACE.

UNT 2 to Sillimans Creek

UNT 2 to Sillimans Creek is an intermittent stream that flows north through CLV 052-024-116.27 under US 52, approximately 0.45 mile east of the Chapel Road intersection, with an OHWM of 4 feet wide and 0.5 feet deep and a substrate consisting mostly of silt. The stream has a very narrow riparian buffer with the surrounding area dominated by a forest and agricultural land. The stream is considered poor quality due to the flow being diked. The stream flows into a pond, outletting into Sillimans Creek, a jurisdictional stream. Due to this connection, UNT 2 to Sillimans Creek is likely considered a Waters of the U.S. and is jurisdictional under USACE.

UNT 3 to Little Salt Creek

UNT 3 to Little Salt Creek is an ephemeral stream that flows south from structure CLV 052-024-116.59, approximately 0.22 mile west of the West Roberts Road intersection, with an OHWM of 2 feet wide and 0.5 feet deep and a substrate consisting mostly of silt and

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riprap. The stream has a very narrow riparian buffer with the surrounding area dominated by forest with some residential property. The stream is considered poor quality due to limited stream flow. The stream continues southeast until it outlets to Little Salt Creek, a jurisdictional stream. Due to this connection, UNT 3 to Little Salt Creek is likely considered a Waters of the U.S. and is jurisdictional under USACE.

UNT 4 to Little Salt Creek

UNT 4 to Little Salt Creek is an ephemeral stream that flows south at structure CLV 052-024-117.47, approximately 0.21 mile east of the Frazer Road intersection, with an OHWM of 2.5 feet wide and 0.5 feet deep and a substrate consisting mostly of silt. The stream has a moderate riparian buffer with the surrounding area dominated by forest with some residential property. The stream is considered poor quality due to significant erosion within the channel and failure of the structure. The stream continues south until it outlets to Little Salt Creek, a jurisdictional stream. Due to this connection, UNT 4 to Little Salt Creek is likely considered a Waters of the U.S. and is jurisdictional under USACE.

UNT 5 to Little Salt Creek

UNT 5 to Little Salt Creek is an ephemeral stream that flows south from the structure CLV 052-024-117.88, approximately 0.45 mile east of the Frazer Road intersection, with an OHWM of 1 feet wide and 0.1 feet deep and a substrate consisting mostly of silt. The stream has a wide riparian buffer with the surrounding area dominated by forest. The stream is considered poor quality due to the limited stream flow. The stream continues south until it outlets to Little Salt Creek, a jurisdictional stream. Due to this connection, UNT 5 to Little Salt Creek is likely considered a Waters of the U.S. and is jurisdictional under USACE.

Non-Jurisdictional Features:

Roadside Ditches (RSD)

Two roadside ditches were observed within the study area. RSD 1 is located at structure CLV 052-024-114.58 along the south side of US 52 and totals of 0.0042 acre (184 linear feet (lft) by 1 foot wide). RSD 2 is located at structure CLV 052-024-117.88 along the north side of US 52 and totals 0.0037 acre (160 lft by 1 foot wide). These features were designed along the roadway to convey storm water, were excavated within upland areas, drain upland waters, and did not contain hydrophytic vegetation. Due to these reasons, these features are likely not considered Waters of the U.S.

The project will permanently impact approximately 2.5 feet (0.0001 acre; 0.3 cys) of UNT 1 to Little Sanes Creek through the placement of scour protection (Appendix B, page B-30). The project will also permanently impact approximately 68 feet (0.0031 acre; 10.1 cys) of UNT 2 to Sillimans Creek through the structure replacement and the placement of scour protection (Appendix B, page B-31). Of these impacts, 61 feet (0.0028 acre; 9.0 cys) are due to the structure replacement and approximately 7 lft of riprap (0.0006 acre; 0.52 cys). Additionally, the project will temporarily impact 3 feet (0.0003 acre; 0.2 cys) of UNT 2 to Sillimans Creek through the installation of an upstream cofferdam. The project will permanently impact approximately 2.0 feet (0.00005 acre; 0.1 cys) of UNT 3 to Little Salt Creek through the placement of scour protection (Appendix B, page B-32). The project will impact approximately 2.0 feet (0.0001 acre; 0.2 cys) of UNT 4 to Little Salt Creek through the placement of scour protection (Appendix B, page B-33). The project will impact approximately 4.5 feet (0.00001 acre; 0.2 cys) of UNT 5 to Little Salt Creek through the placement of scour protection (Appendix B, page B-34). Total impacts are 82 linear feet. Section 401/404 permits will be required for these impacts. Mitigation is not anticipated, though will be determined during permitting.

Early coordination letters were sent to the NPS, USACE, the US Coast Guard, IDNR-DFW, and IDEM on March 2, 2022 (Appendix C, pages C-1 to C-5). The NPS and USACE did not respond to the early coordination letter.

The IDNR-DFW responded on March 31, 2022, and included a number of recommendations to avoid and minimize impacts to fish and wildlife through structure dimensions that enable favorable aquatic organism passage. The IDNR-DFW's recommendations included: minimize and contain within the project limits inchannel disturbances and the clearing of trees and brush, do not excavate the low flow area except for the placement of pipes and riprap, or removal of the old structure, do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds, minimize the movement of resuspended bottom sediment from the immediate project area, and riprap recommendations (Appendix C, pages C-7 to C-10).

All applicable IDNR recommendations are included in the *Environmental Commitments* section of this CE document.

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Open Water Feature(s)	Presence	Impacts	
		Yes	No
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retention/Detention Basin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B, pages B-3 to B-7), the preliminary RFI report (Appendix E, page E-11) there are fifty-eight (58) lakes within the 0.5-mile search radius. There are fourteen (14) mapped lakes within or adjacent to the project area.

A site visit conducted on October 13, 2021, by CHA Consulting, Inc. A *Waters of the U.S. Determination/Wetland Delineation Report* was completed for the project on July 21, 2022. INDOT Ecology and Waterway approved the report on July 27, 2022. Please refer to Appendix F, pages F-1 to F-48 for the *Waters of the U.S. Determination/Wetland Delineation Report*. It was determined that there are no open water features within the project area. Therefore, no impact is expected.

Wetlands	Presence	Impacts	
		Yes	No
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Total wetland area: 0.083 Acre(s) Total wetland area impacted: 0.0004 Acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
Wetland A	Emergent, palustrine	0.083	0.0004	Wetland A is located adjacent to UNT 2 to Sillimans Creek. The wetland is considered poor quality due to soil disturbance from diking and mowed vegetation. Due to its connection to UNT 2 to Sillimans Creek, a jurisdictional waterway, Wetland A is also considered a Waters of the U.S (Appendix F, page F6).

Wetlands (Mark all that apply)	Documentation	ESD Approval Dates
	Wetland Determination	<input checked="" type="checkbox"/>
Wetland Delineation	<input checked="" type="checkbox"/>	<u>July 27, 2022</u>
USACE Isolated Waters Determination	<input type="checkbox"/>	<input type="checkbox"/>

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

- Substantial adverse impacts to adjacent homes, business or other improved properties;
- Substantially increased project costs;
- Unique engineering, traffic, maintenance, or safety problems;
- Substantial adverse social, economic, or environmental impacts, or
- The project not meeting the identified needs.

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Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B, pages B-3 to B-7), the preliminary RFI report (Appendix E, page E-11) there are one hundred and three (103) wetlands within the 0.5-mile search radius. There are twelve (12) mapped wetlands within the project area.

A site visit conducted on October 13, 2021, by CHA Consulting, Inc. A *Waters of the U.S. Determination/Wetland Delineation Report* was completed for the project on July 21, 2022. INDOT Ecology and Waterway approved the report on July 27, 2022. Please refer to Appendix F, pages F-1 to F-48 for the *Waters of the U.S. Determination/Wetland Delineation Report*. One (1) wetland was identified within the project area and is likely under the jurisdiction of the USACE. USACE makes all final determinations regarding jurisdiction.

Wetland A

Totalling 0.083 acre within the project area, Wetland A is an emergent wetland located on the south side of US 52 near CLV-052-024-116.27. Based on soil disturbance from diking, and mowed vegetation the wetland is considered poor quality. The dominant vegetation included: *Typha angustifolia* (narrowleaf cattail, OBL), *Carex comosa* (longhair sedge, OBL), *Juncus effusus* (common rush, OBL), *Impatiens capensis* (orange jewelweed, FACW), and *Eupatorium perfoliatum* (common boneset, OBL). Based on the hydrological connection with UNT 2 to Sillimans Creek, a jurisdictional waterway, Wetland A is also considered a Waters of the U.S. Project activities will result in a total of 0.0004 acre of wetland impacts to Wetland A from the construction activities (Appendix F, page F-6).

A Section 401 Water Quality Certification (WQC) and a Section 404 permit will be required for the proposed project. Mitigation is not anticipated, though will be determined during permitting.

As Wetland A abuts structure CLV 052-024-116.27, there is no practicable alternative to the proposed new construction in the wetland. The proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

Early coordination letters were sent to the NPS, USACE, the US Coast Guard, IDNR-DFW, and IDEM on March 2, 2022 (Appendix C, pages C-1 to C-5). The NPS and USACE did not respond to the early coordination letter.

All applicable IDNR recommendations are included in the *Environmental Commitments* section of this CE document.

	Presence	Impacts	
Terrestrial Habitat	X	Yes X	NO <input type="checkbox"/>

Total terrestrial habitat in project area: 0.78 Acre(s) Total tree clearing: 0.28 Acre(s)

Describe types of terrestrial habitat (i.e. forested, grassland, farmland, lawn, etc) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.

Based on a desktop review, a site visit on October 13, 2021, and the aerial map (Appendix B, pages B-3 to B-7), there is terrestrial habitat of varying types within or adjacent to the project area. UNT 2 to Sillimans Creek, UNT 3 to Little Salt Creek, UNT 4 to Little Salt Creek, and UNT 5 to Little Salt Creek are bordered by a wooded riparian corridor within and adjacent to the project area. There is also mowed lawn, forested area, and farmland throughout the project area.

The following vegetation types were noted within the project area; *T. angustifolia* (narrowleaf cattail), *C. comosa* (longhair sedge), *J. effusus* (common rush), *I. capensis* (orange jewelweed), and *E. perfoliatum* (common boneset), *Acer rubrum* (red maple), *Robinia pseudoacacia* (black locust), *Rosa multiflora* (multiflora rose), *Cercis canadensis* (red bud), *Platanus occidentalis* (sycamore), and *Liriodendron tulipifera* (tulip poplar).

Early coordination letters were sent to the NPS, USACE, the US Coast Guard, IDNR-DFW, and IDEM on March 2, 2022 (Appendix C, pages C-1 to C-5). The NPS and USACE did not respond to the early coordination letter.

The IDNR-DFW responded on March 31, 2022, and included a number of recommendations to avoid and minimize, or compensate for impacts to fish, wildlife, or botanical resources (Appendix C, pages C-7 to C-10). This included recommendations that all bare and

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disturbed areas be revegetated with a mixture of grasses, tree clearing restrictions, riparian tree mitigation, stream crossing design guidelines, and erosion control techniques.

All applicable IDNR recommendations are included in the *Environmental Commitments* section of this CE document.

Protected Species

Federally Listed Bats

Information for Planning and Consultation (IPaC) determination key completed
 Section 7 informal consultation completed (IPaC cannot be completed)
 Section 7 formal consultation Biological Assessment (BA) required

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Determination Received for Listed Bats from USFWS: NE NLAA LAA

Other Species not included in IPaC

Additional federal species found in project area (based on IPaC species list)
 State species (not bird) found in project area (based upon consultation with IDNR)

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Migratory Birds

Known usage or presence of birds (i.e. nests)
 State bird species based upon coordination with IDNR

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.

Based on a desktop review, and the RFI report (Appendix E, page 5), completed by CHA Consulting, Inc. on June 16, 2022, the IDNR Franklin County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated March 31, 2022 (Appendix C, pages C-7 to C-10), the Natural Heritage Program's Database has been checked. The state endangered variegate darter (*Etheostoma variatum*) has been documented within 0.5-mile of the project area. The IDNR-DFW indicated that the variegate darter will not be impacted by the project. The IDNR-DFW also indicated that the bald eagle (*Haliaeetus leucocephalus*) has been documented within 0.5-mile of the project area. The IDNR-DFW indicated three nests are located at the eastern end of the project area. Two nests are more than 660 feet from the project area, and a third is between 330 and 660 feet (Appendix C, page C-53). The recommended buffer between any disturbance and an active eagle nest is 660 feet. Because there is a visual barrier between the project and the nest, no impacts are expected. The bald eagle was removed from the Federal Threatened and Endangered Species list on August 8, 2007. The bald eagle is still protected under the Bald and Golden Eagle Protection Act and Migratory Bird Treaty Act, which prohibits the take and disturbance of nesting eagles. An INDOT 0.5-mile bat review occurred on February 11, 2022, and concluded that there are no documented sites within a half mile of the project area.

Indiana Bat and Northern Long-Eared Bat:

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages C-33 to C-47). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No other species were generated in the IPaC species list.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and NLEB*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. A Bridge/Structure Bat Assessment occurred for all five structures included in the project on October 13, 2021, and stated that there was no evidence of bats or signs of bats using the structures (Appendix C, pages C-22 to C-26). An effect determination key was completed on June 9, 2022, and based on the responses provided, the project was found to Not Likely Adversely Affect (NLAA) the Indiana bat and/or the NLEB (Appendix C, pages C-18 to C-32). INDOT reviewed and verified the effect finding on June 13, 2022, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding.

Based on the scope of work it was found that six avoidance and minimization measures (AMMs) are needed: General AMM 1, Lighting AMM 1, Tree Removal AMM 1, Tree Removal AMM 2, Tree Removal AMM 3, Tree Removal AMM 4. AMMs and/or

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commitments are included as firm commitments in the *Environmental Commitments* section of this document.

Culvert inspections occurred on October 13, 2021, for the five small structures involved in the project, and there were no bats or signs of bats found using the structures (Appendix C, C-22 to C-26). USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after October 13, 2023, an inspection of the structure by a qualified individual, must be performed. Inspection of the structures should check for presence of bats/bat indicators and/or presence of birds. The result of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. This firm commitment is included in the Environmental Commitments of this document.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.

Geological and Mineral Resources

- Project located within the Indiana Karst Region
- Karst features identified within or adjacent to the project area
- Oil/gas or exploration/abandoned wells identified in the project area

Yes	No
X	
	X
X	

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): _____

Discuss if project is located in the Indiana Karst Region and if any karst features have been identified in the project area (from RFI). Discuss response received from IGWS coordination. Discuss if any mines, oil/gas, or exploration/abandoned wells were identified and if impacts will occur. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Protection of Karst Features during Planning and Construction guidance and coordinated and reviewed by INDOT EWPO)

Based on a desktop review and the Indiana Karst Region map, the project is located in the designated Indiana Karst region as outlined in the most current Protection of Karst Features during *Project Development and Construction*. According to the topo map of the project area (Appendix B, page B-2) and DOT Red Flag Investigation map (Appendix E, pages E-9 to E-14) there are no karst features identified within or adjacent to the project area.

In the June 16, 2022, early coordination response the IGWS did not indicate that karst features exist in the project area (Appendix C, pages C-11 to C-13). Additionally, the IGWS identified high liquefaction potential and a floodway as geological hazards, high potential for bedrock resources and sand and gravel resources. The IGWS identified petroleum exploration wells, abandoned industrial minerals quarries, abandoned industrial miners sand gravel pits, and active industrial minerals sites (2016). The features will not be affected because the project does not propose to alter access to mineral resources in the general area. The response from IGWS has been communicated with the designer on June 16, 2022. No impacts are expected.

SECTION C – OTHER RESOURCES

Drinking Water Resources

- Wellhead Protection Area(s)
- Source Water Protection Area(s)
- Water Well(s)
- Urbanized Area Boundary
- Public Water System(s)

<u>Presence</u>	<u>Impacts</u>	
	Yes	No
X		X

- Is the project located in the St. Joseph Sole Source Aquifer (SSA):
- If Yes, is the FHWA/EPA SSA MOU Applicable?
- If Yes, is a Groundwater Assessment Required?

Yes	No
	X

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Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.

Sole Source Aquifer

The project is located in Franklin County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA/INDOT Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are expected.

Wellhead Protection Area and Source Water

The IDEM's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on December 8, 2021, by CHA Consulting, Inc. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

Water Wells

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on June 22, 2022, by CHA Consulting, Inc. There are three (3) wells adjacent to the project area, where HMA overlay is occurring, but not within any areas where excavation will occur. No wells were identified during the field investigation on October 13, 2021 by CHA Consulting, Inc. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

Urban Area Boundary

Based on desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by CHA Consulting, Inc on June 22, 2022, this project is not located in an Urban Area Boundary. No impacts are expected.

Public Water System

Based on a desktop review, a site visit on October 13, 2021, by CHA Consulting, the aerial map of the project area (Appendix B, pages B-3 to B-7), no public water systems were identified. Therefore, no impacts are expected.

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Floodplains			
Project located within a regulated floodplain	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Longitudinal encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transverse encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Homes located in floodplain within 1000' up/downstream from project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If applicable, indicate the Floodplain Level?

Level 1 Level 2 Level 3 Level 4 Level 5

Use the IDNR Floodway Information Portal to help determine potential impacts. Include floodplain map in appendix. Discuss impacts according to the classification system. If encroachment on a flood plain will occur, coordinate with the Local Flood Plain Administrator during design to insure consistency with the local flood plain planning.

Based on a desktop review of the IDNR Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by CHA Consulting, Inc. on June 22, 2022, and the RFI report, this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, pages F-23 to F-27).

This project qualifies as a Category 4 per current INDOT CE Manual, which states "No homes are located within the base floodplain within 1,000 feet upstream and no homes are located within the base floodplain within 1,000 feet downstream. The proposed structures will have an effective capacity such that backwater surface elevations are not expected to substantially increase. As a result, there will be no substantial adverse impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks; and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not substantial."

An early coordination letter was sent to the IDNR-DFW on March 2, 2022, and the local Floodplain Administrator, Cindy Orschell, on June 22, 2022. The IDNR-DFW responded on March 31, 2022, and stated this proposal may require formal approval due to the size of the waters' drainage area (Appendix C, pages C-7 to C-10). This project does not propose to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area of one square mile; therefore, the project does not

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require a Construction in the Floodway (CIF) permit. Cindy Orschell, the local floodplain administrator, did not respond within the 30-day time frame.

	<u>Presence</u>	<u>Impacts</u>	
Farmland		Yes	No
Agricultural Lands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Prime Farmland (per NRCS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Total Points (from Section VII of CPA-106/AD-1006*)		<u>121, 104, 94, 91, 37</u>	
<i>*If 160 or greater, see CE Manual for guidance.</i>			

Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.

Based on a desktop review, a site visit on October 13, 2022, by CHA Consulting, Inc., the aerial map of the project area (Appendix B, pages B-3 to B-7), and the RFI report (Appendix E), the project will convert 0.80 acre of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on March 2, 2022, to the Natural Resources Conservation Service (NRCS). Coordination with NRCS resulted in a score of 121 for structure CLV 052-024-114.58, 104 for structure CLV 052-024-116.27, 94 for structure CLV 052-024-116.59, 91 for structure CLV 052-024-117.47, and 37 for structure CLV 052-024-117.88 on the NRCS-CPA-106 Form (Appendix C, pages C-48 to C-50). NRCS's threshold for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold for all five areas where farmland is being converted, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION D – CULTURAL RESOURCES

Minor Projects PA **Category(ies) and Type(s)** A-4 and B-9 **INDOT Approval Date(s)** April 11, 2022 **N/A**

Full 106 Effect Finding
 No Historic Properties Affected No Adverse Effect Adverse Effect

Eligible and/or Listed Resources Present
 NRHP Building/Site/District(s) Archaeology NRHP Bridge(s)

Documentation Prepared (mark all that apply)		ESD Approval Date(s)	SHPO Approval Date(s)
APE, Eligibility and Effect Determination	<input type="checkbox"/>		
800.11 Documentation	<input type="checkbox"/>		
Historic Properties Report or Short Report	<input type="checkbox"/>		
Archaeological Records Check and Assessment	<input type="checkbox"/>		
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>	April 11, 2022	N/A
Archaeological Phase Ic Survey Report	<input type="checkbox"/>		
Other:	<input type="checkbox"/>		

Memorandum of Agreement (MOA) **MOA Signature Dates** (List all signatories)

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If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.

On April 11, 2022, the INDOT Cultural Resources Office (CRO) determined that this project falls within the guidelines of Category A, Type 4 and Category B, Type 9 under the Minor Projects Programmatic Agreement (Appendix D, pages D-1 to D-4). Category A-4 includes roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps or sidewalks will not be required. Category B-9 includes installation, replacement, repair, lining, or extension of culverts and other drainage structures.

Based on a desktop review, a site visit on October 13, 2021, by CHA Consulting, Inc., the RFI map of the project area (Appendix E, page E-10) there are four cemeteries within the 0.5-mile search radius. There are no cemeteries within 100-feet of the project area. No impacts are expected.

No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

SECTION E – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

	Presence	Use	
		Yes	No
Parks and Other Recreational Land			
Publicly owned park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wildlife and Waterfowl Refuges			
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Historic Properties			
Site eligible and/or listed on the NRHP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Evaluations Prepared			
Programmatic Section 4(f)	<input type="checkbox"/>		
“De minimis” Impact	<input type="checkbox"/>		
Individual Section 4(f)	<input type="checkbox"/>		
Any exception included in 23 CFR 774.13	<input type="checkbox"/>		

Discuss Programmatic Section 4(f) and “de minimis” Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation must be included in the appendix and summarized below. Discuss proposed alternatives that satisfy the requirements of Section 4(f). FHWA has identified various exceptions to the requirement for Section 4(f) approval. Refer to 23 CFR § 774.13 - Exceptions.

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife/waterfowl refuges, and NRHP eligible or listed historic regardless of ownership. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, the aerial map of the project area (Appendix B, pages B-3 to B-7), and the preliminary RFI report (Appendix E, page E-10) there are two potential 4(f) resources located within the 0.5-mile search radius, the Whitewater Canal Historic District and Whitewater Canal Trail. According to the site visit on October 13, 2022, by CHA Consulting, Inc., there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

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Section 6(f) Involvement

Presence

Use

Section 6(f) Property

Yes

No

Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.

The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

A review of 6(f) properties on the INDOT ESD website revealed a total of four properties in Franklin County (Appendix I, page I-1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

- Is the project in the most current STIP/TIP?
- Is the project located in an MPO Area?
- Is the project in an air quality non-attainment or maintenance area?
- If Yes, then:
 - Is the project in the most current MPO TIP?
 - Is the project exempt from conformity?
- If No, then:
 - Is the project in the Transportation Plan (TP)?
 - Is a hot spot analysis required (CO/PM)?

Yes	No
X	
	X
	X
	X
	X

Location in STIP: STIP FY 2022-2026 (page 110)

Name of MPO (if applicable): _____

Location in TIP (if applicable): _____

Level of MSAT Analysis required?

Level 1a Level 1b Level 2 Level 3 Level 4 Level 5

Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.

The project is included in the Fiscal Year (FY) 2022-2026 Statewide Transportation Improvement Program (STIP) (Appendix H, page H-1).

Attainment Status

This project is located in Franklin County, which is currently in attainment for all criteria pollutants according to IDEM Current Status and Nonattainment History, by County (<https://www.in.gov/idem/sips/nonattainment-status-of-counties/>). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

MSAT Level 1a Analysis

This project is of a type qualifying as a categorical exclusion group (Group 1) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.

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SECTION G - NOISE

Noise

Yes **No**

Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?

Date Noise Analysis was approved/technically sufficient by INDOT ESD: _____

Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.

This project is a Type III project. In accordance with 23 CFR 772 and the current Indiana Department of Transportation Traffic Noise Analysis Procedure, this action does not require a formal noise analysis.

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

- Will the proposed action comply with the local/regional development patterns for the area?
- Will the proposed action result in substantial impacts to community cohesion?
- Will the proposed action result in substantial impacts to local tax base or property values?
- Will construction activities impact community events (festivals, fairs, etc.)?
- Does the community have an approved transition plan?
- If No, are steps being made to advance the community's transition plan?
- Does the project comply with the transition plan? (explain in the discussion below)

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.

No changes in land use or development are anticipated by the HMA overlay and replacing the deteriorating structures within the project area. The project limits and impacts have been minimized to only what is necessary to complete the HMA overlay and structure replacements. Additionally, no relocations are anticipated as a result of the project. The website indianafestivals.org was checked and no events are listed for this construction season. Therefore, the project is not likely to cause substantial indirect or cumulative impacts.

It should be noted that Franklin County has a transition plan entitled Franklin County ADA Transition Plan. The plan was approved and considered effective 2019. The project does not have any components applicable to ADA requirements.

Public Facilities and Services

Discuss what public facilities and services are present in the project area and impacts (such as MOT) that will occur to them. Include how the impacts have been minimized and what coordination has occurred. Some examples of public facilities and services include health facilities, educational facilities, public and private utilities, emergency services, religious institutions, airports, transportation or public pedestrian and bicycle facilities.

Based on a desktop review, the aerial map of the project area (Appendix B, pages B-3 to B-7), and the RFI report (Appendix E, page E-10) there are no public facilities within the 0.5-mile search radius. A site visit conducted October 13, 2021, by CHA Consulting, Inc and confirmed there are no public facilities within or adjacent to the project area. Therefore, no impacts are expected. Access to all properties will be maintained during construction.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

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Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Yes **No**

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

Will the project result in adversely high and disproportionate impacts to EJ populations?

Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high or adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require 0.78 acres of ROW. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exist and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Franklin County, Indiana. The community that overlaps the project area is called the affected community (AC). In this project, the AC's are Laurel Township (AC-1), Metamora Township (AC-2), and Posey Township (AC-3). An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the American Community Survey 2020 was obtained from the <https://factfinder.census.gov/> on June 9, 2022, by CHA Consulting, Inc. The data collected for minority and low-income populations within the AC are summarized below (Appendix I, pages I-2 to I-10).

	Community of Comparison (COC)	Affected Community (AC-1)	Affected Community (AC-2)	Affected Community (AC-3)
	Franklin County, Indiana	Laurel Township, Franklin County, Indiana	Metamora Township, Franklin County, Indiana	Posey Township, Franklin County, Indiana
Race				
Total population for the purpose of surveying race:	22,750	1,910	1,606	1,075
Total population non-hispanic/latino; white alone:	21,988	1,704	1,606	1,075
Number of Minorities:	762	206	0	0
Percent minority:	3.35%	10.79%	0.00%	0.00%
125 Percent of COC	4.19%			
Potential Minority EJ Concern:		Yes	No	No
	Community of Comparison (COC)	Affected Community (AC-1)	Affected Community (AC-2)	Affected Community (AC-3)
	Franklin County, Indiana	Laurel Township, Franklin County, Indiana	Metamora Township, Franklin County, Indiana	Posey Township, Franklin County, Indiana
Income				
Total population for the purpose of surveying poverty income:	22,661	1,910	1,606	1,075
Population with income in the past 12 months below poverty level:	1,810	467	140	78
Percent low income:	7.99%	24.45%	8.72%	7.26%
125 % of COC	9.98%			
Potential Low-income EJ Concern:		Yes	No	No

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AC-1, Laurel Township has a percent minority of 10.79% which is below 50%; however, is above the 125% COC threshold. AC-2, Metamora Township has a percent minority of 0% which is below 50% and below the 125% COC threshold. AC-3, Posey Township has a percent minority of 0% which is below 50% and below the 125% COC threshold. Therefore, AC-1 has a minority population of EJ concern.

AC-1, Laurel Township has a percent low-income of 24.45% which is below 50%; however, above the 125% COC threshold. AC-2, Metamora Township has a percent low-income of 8.72% which is below 50% and below the 125% COC threshold. AC-3, Posey Township has a percent low-income of 7.26% which is below 50% and is below the 125% COC threshold. Therefore, AC-1 is a low-income population of EJ concern.

Approximately 0.67 acres of permanent (no temporary) right-of-way will be acquired from EJ population (Laurel Township) versus approximately 0.11 acre of permanent (no temporary) right-of-way from the non-EJ populations (Posey and Metamora Township). Though right-of-way will occur primarily from the EJ population, the majority of the acquisition will occur in undeveloped forested land and maintained turf grass. The right-of-way is limited to only what is absolutely necessary for the small structure replacements. Additionally, this project will not require any relocations. The project will improve US 52, increasing the lifespan of the road, as well as replace the deteriorating structures and improve the superelevation of two curves and the guardrail end treatments to meet the standard. As the majority of the project occurs within the EJ population (Laurel Township), the EJ population will benefit from the roadway improvement, structure replacement, and superelevation and guardrail end cap upgrades. Traffic will be maintained throughout the construction of the project through single lane closures and the use of a flagger. Access is being maintained throughout the project area to all properties. Therefore, the project will not disproportionately impact the EJ population.

EJ analysis was sent to INDOT-ESD on July 12, 2022. INDOT ESD approved the EJ analysis on July 25, 2022. No further EJ analysis is warranted.

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?
Is a BIS or CSRS required?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Number of relocations: Residences: 0 Businesses: 0 Farms: 0 Other: 0

Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.

No relocations of people, businesses, or farms will take place as a result of this project.

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

Documentation

- Red Flag Investigation (RFI)
- Phase I Environmental Site Assessment (Phase I ESA)
- Phase II Environmental Site Assessment (Phase II ESA)
- Design/Specifications for Remediation required?

X
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

Date RFI concurrence by INDOT SAM (if applicable): N/A

Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.

Based on a review of GIS and available public records, a preliminary RFI was completed on May 14, 2020, by CHA Consulting, Inc (Appendix E, pages E-1 to E-13). Two underground storage tanks (USTs), one open dump waste site, one NPDES facility, and one

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NPDES pipe location are located within the 0.5-mile of the project area. One open dump waste site (R&B Tire Pit area; Regulatory Program ID: 24001117A) is located adjacent to the project area. No files were available in the IDEM Virtual File Cabinet (VFC) regarding this Open Waste Dump Site. No excavation will occur within this location, therefore no impact is expected.

No additional hazardous materials concerns were observed within or adjacent to the project area during the October 13, 2021, field visit. Further investigation for hazardous material concerns is not required at this time.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Nationwide Permit (NWP)	<input checked="" type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Other	<input type="checkbox"/>

IN Department of Environmental Management (401/Rule 5)

Nationwide Permit (NWP)	<input checked="" type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Isolated Wetlands	<input type="checkbox"/>
Rule 5	<input type="checkbox"/>
Other	<input type="checkbox"/>

IN Department of Natural Resources

Construction in a Floodway	<input type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>

Mitigation Required

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the discussion below)

	<input type="checkbox"/>
--	--------------------------

List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."

A USACE Section 404 permit and an IDEM Section 401 WQC will likely be required because riprap is being placed below the OHWM of the five streams within the project area, as well as work will occur below the OHWM for the structure replacement of UNT 2 to Sillimans Creek. No mitigation is anticipated because impacts are less than 300 linear feet of waterway.

It is not anticipated that an IDEM Construction Stormwater General Permit (formerly Rule 5) will be required as the proposed project will disturb less than one acre of total land area.

The IDNR responded on March 2, 2022, and indicated that the proposal may require the formal approval of the agency due to the amount of drainage area. This project does not propose to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area of one square mile; therefore, the project does not require a Construction in the Floodway (CIF) permit.

It is the responsibility of the project sponsor to identify and obtain all required permits.

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ENVIRONMENTAL COMMITMENTS

List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Service Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
2. It is the responsibility of the project sponsor to notify school corporation and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
4. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
5. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
6. Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS and IDNR-DFW)
7. Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
8. Tree Removal AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)
9. USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after October 13, 2023, an inspection of the structure by a qualified individual, must be performed. Inspection of the structures should check for presence of bats/bat indicators and/or presence of birds. The result of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (USFWS)

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Agencies Receiving Early CoordinationC-4 to C-5

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Appendix A

Threshold Chart

Item	Appendix Page
CE Threshold Chart	A-1

Categorical Exclusion Level Thresholds

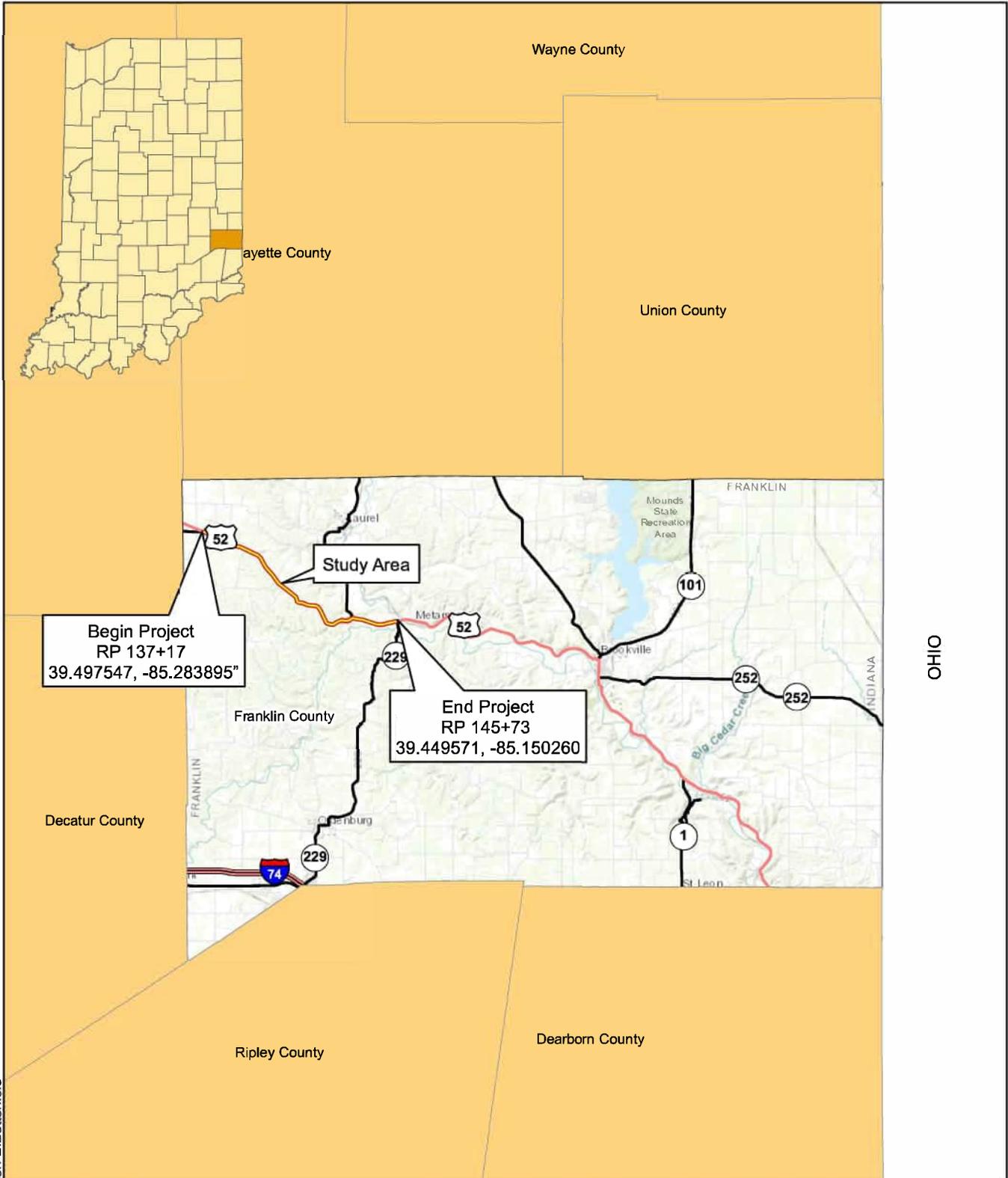
	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement ²
Stream Impacts³	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit ⁴
Wetland Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	"No Effect", "Not likely to Adversely Affect" (With select AMMs ⁶)	"Not likely to Adversely Affect" (With any AMMs or commitments)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic ⁷
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or "No Effect"	"Not likely to Adversely Affect"	-	-	"Likely to Adversely Affect"
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁸
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ⁹
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹⁰
Approval Level	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

¹ Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.
² Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.
³ Total permanent impacts to streams (linear feet) and wetlands (acres).
⁴ US Army Corps of Engineers Individual 404 Permit
⁵ Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.
⁶ Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.
⁷ Projects that do not fall under a Species Specific Programmatic and results in a "Likely to Adversely Affect". Other findings can be processed as a lower level CE.
⁸ Potential for causing a disproportionately high and adverse impact.
⁹ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.
¹⁰ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.
* Includes the threatened/endangered species critical habitat
Note: Substantial public or agency controversy may require a higher-level NEPA document.

Appendix B

Graphics

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State Location Map	B-1
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Photo Location Map	B-8 to B-14
Photographs of the Project Area	B-15 to B-22
Project Plans	B-23 to B-34



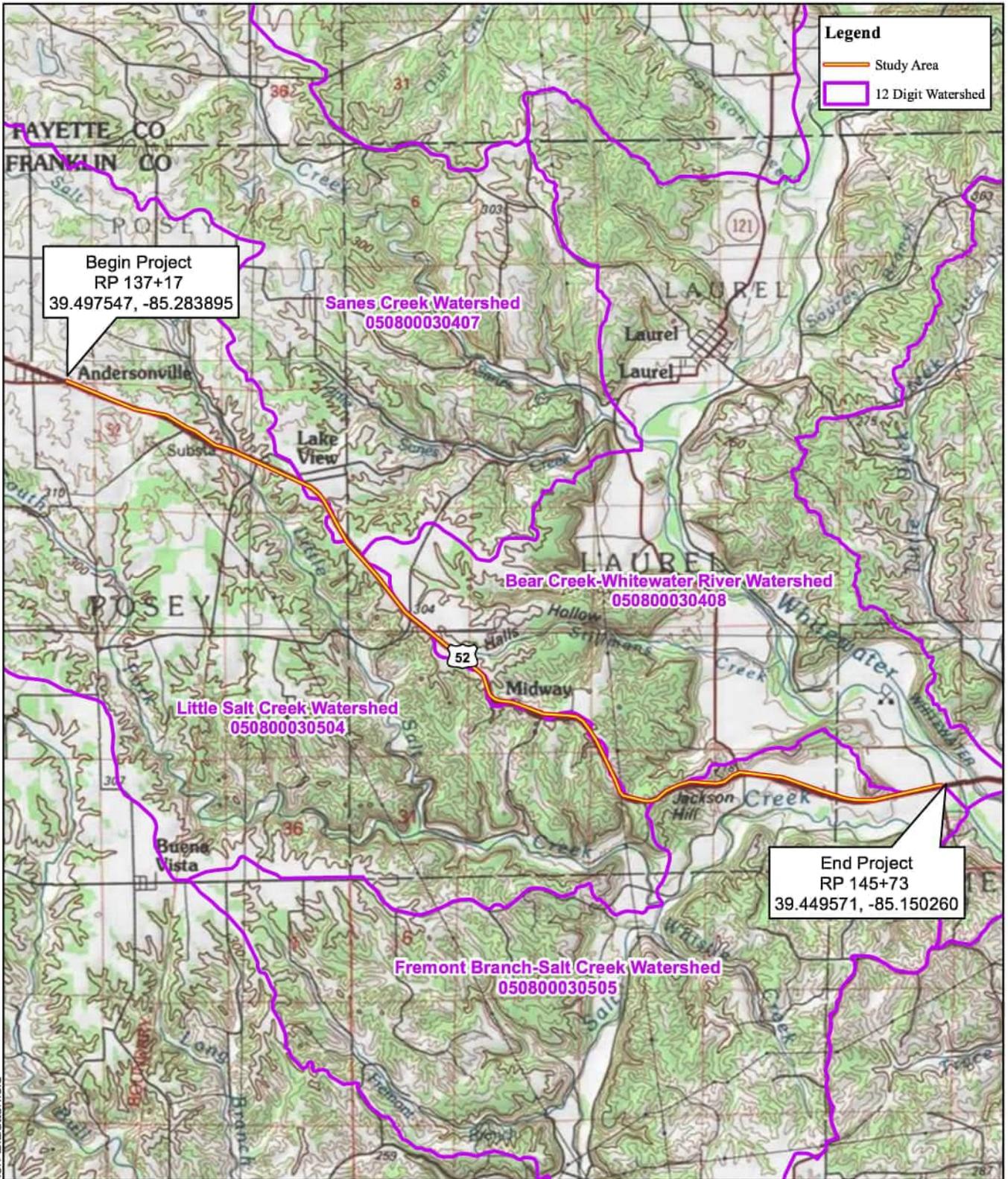
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End Project
 RP 145+73
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OHIO

Date Saved: 2/16/2022 • Author: E.Butterfield

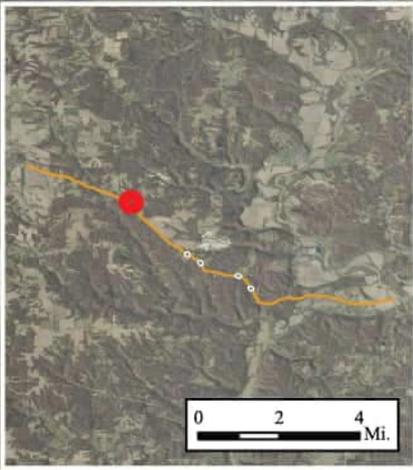
	Indiana Department of Transportation 		State Location Map US 52 HMA Overlay, Minor Structural From US 52 and SR 244 Jct to US 52 and SR 229 Jct Franklin County, Indiana
	Scale 1" = 25,000'	CHA Project No. 059338	County boundaries and transportation network courtesy of the Indiana Spatial Data Portal



Date Saved: 2/16/2022 • Author: E.Butterfield

	Indiana Department of Transportation 		USGS Project Location Map US 52 HMA Overlay, Minor Structural From US 52 and SR 244 Jct to US 52 and SR 229 Jct Franklin County, Indiana
	Scale 1" = 5500'	CHA Project No. 059338	Service Layer Credits: Copyright: © 2013 National Geographic Society, I-cubed Greensburg 100k USGS Quadrangle Date: 1986

Legend
 Study Area



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Scale 1" = 100'
 Page 1 of 5

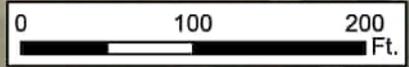
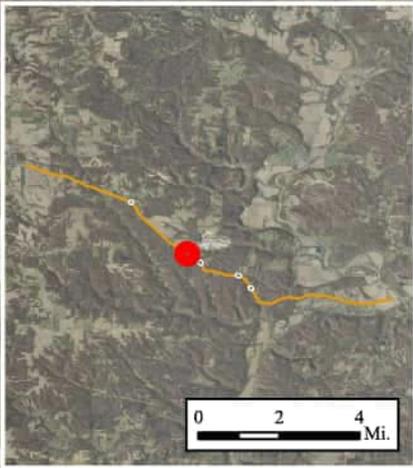
CHA Project No.
 059338

Aerial Location Map

US 52 HMA Overlay, Minor Structural
 From US 52 and SR 244 Jct to US 52 and SR 229 Jct
 Franklin County, Indiana

Image Courtesy of the IndianaMap
 Photo Date: 2017

Legend
 Study Area



Date Saved: 2/16/2022 • Author: E. Butterfield

Indiana Department of Transportation



Aerial Location Map

US 52 HMA Overlay, Minor Structural
 From US 52 and SR 244 Jct to US 52 and SR 229 Jct
 Franklin County, Indiana



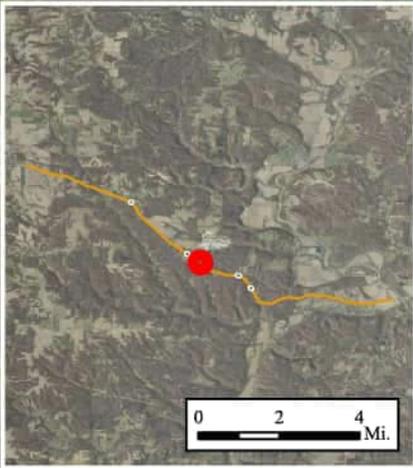
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 Page 2 of 5

CHA Project No.
 059338

Image Courtesy of the IndianaMap
 Photo Date: 2017

Legend

 Study Area



Date Saved: 2/16/2022 • Author: E.Butterfield

Indiana Department of Transportation



Aerial Location Map

US 52 HMA Overlay, Minor Structural
From US 52 and SR 244 Jct to US 52 and SR 229 Jct
Franklin County, Indiana



Scale 1" = 100'
Page 3 of 5

CHA Project No.
059338

Image Courtesy of the IndianaMap
Photo Date: 2017



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Scale 1" = 100'
Page 4 of 5

CHA Project No.
059338

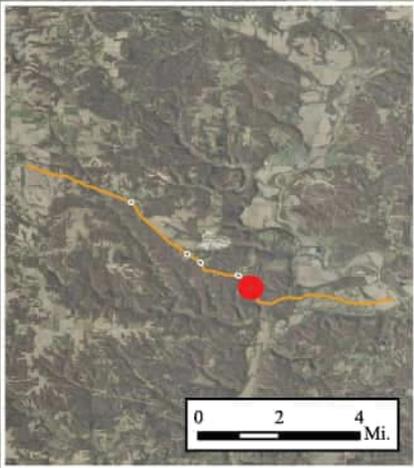
Aerial Location Map

US 52 HMA Overlay, Minor Structural
From US 52 and SR 244 Jct to US 52 and SR 229 Jct
Franklin County, Indiana

Image Courtesy of the IndianaMap
Photo Date: 2017

Legend

 Study Area



Date Saved: 2/16/2022 • Author: E.Butterfield



Indiana Department of Transportation



Scale 1" = 100'
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CHA Project No.
059338

Aerial Location Map

US 52 HMA Overlay, Minor Structural
From US 52 and SR 244 Jct to US 52 and SR 229 Jct
Franklin County, Indiana

Image Courtesy of the IndianaMap
Photo Date: 2017



Date Saved: 2/16/2022 • Author: E.Butterfield



Indiana Department of Transportation



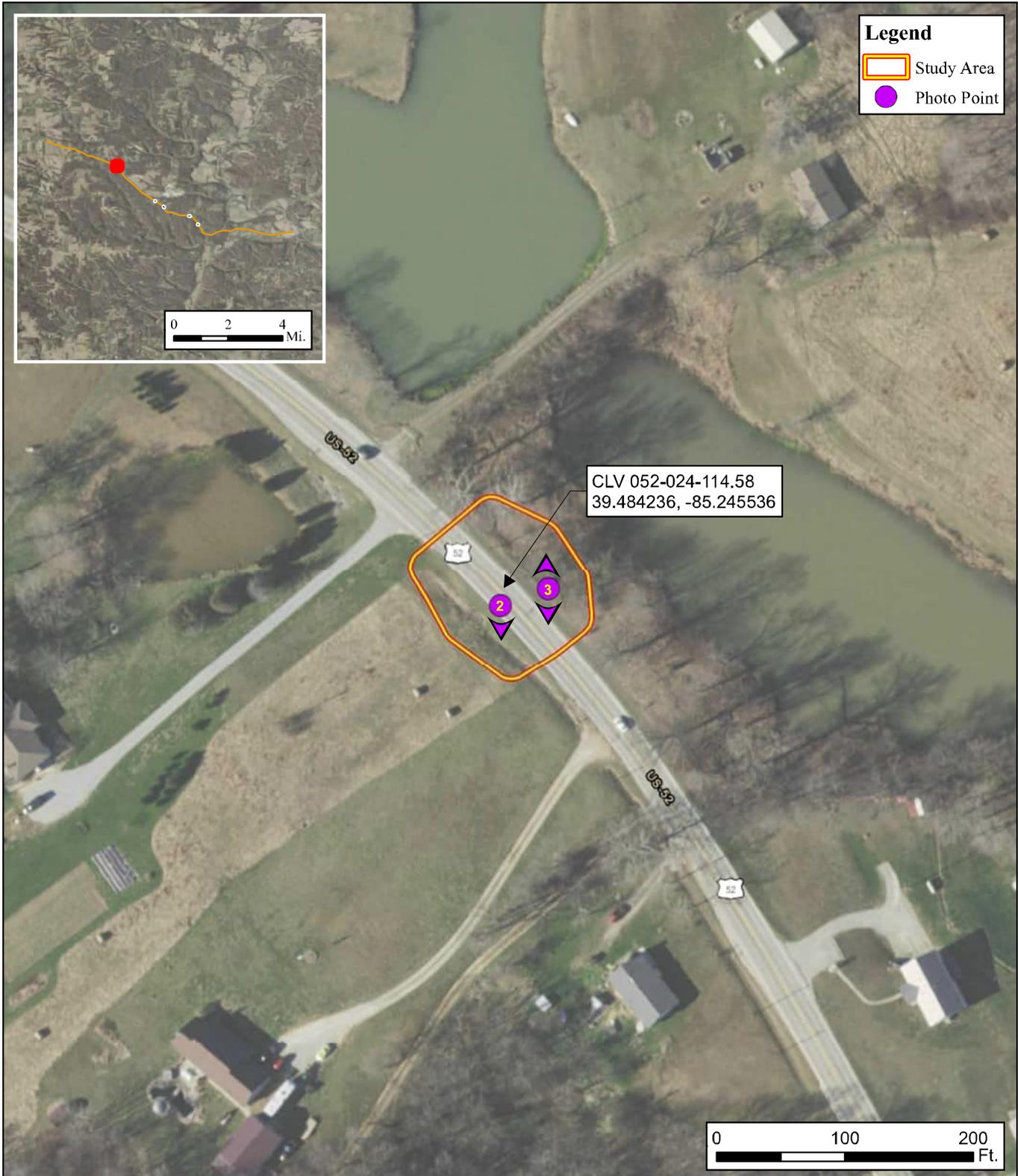
Scale 1" = 100'
Page 1 of 7

CHA Project No.
059338

Photo Location Map

US 52 HMA Overlay, Minor Structural
From US 52 and SR 244 Jct to US 52 and SR 229 Jct
Franklin County, Indiana

Image Courtesy of the IndianaMap
Photo Date: 2017



Date Saved: 2/16/2022 • Author: E. Butterfield



Indiana Department of Transportation



Scale 1" = 100'
Page 2 of 7

CHA Project No.
059338

Photo Location Map

US 52 HMA Overlay, Minor Structural
From US 52 and SR 244 Jct to US 52 and SR 229 Jct
Franklin County, Indiana

Image Courtesy of the IndianaMap
Photo Date: 2017



Legend

- Study Area
- Photo Point

CLV 052-024-116.27
39.465603, -85.225392

0 100 200
Ft.

Date Saved: 2/16/2022 • Author: E. Butterfield



Indiana Department of Transportation 		Photo Location Map US 52 HMA Overlay, Minor Structural From US 52 and SR 244 Jct to US 52 and SR 229 Jct Franklin County, Indiana	
Scale 1" = 100' Page 3 of 7	CHA Project No. 059338	<i>Image Courtesy of the IndianaMap</i> <i>Photo Date: 2017</i>	



Legend

- Study Area
- Photo Point

CLV 052-024-116.59
39.462541, -85.220756

Date Saved: 2/16/2022 • Author: E. Butterfield



Indiana Department of Transportation



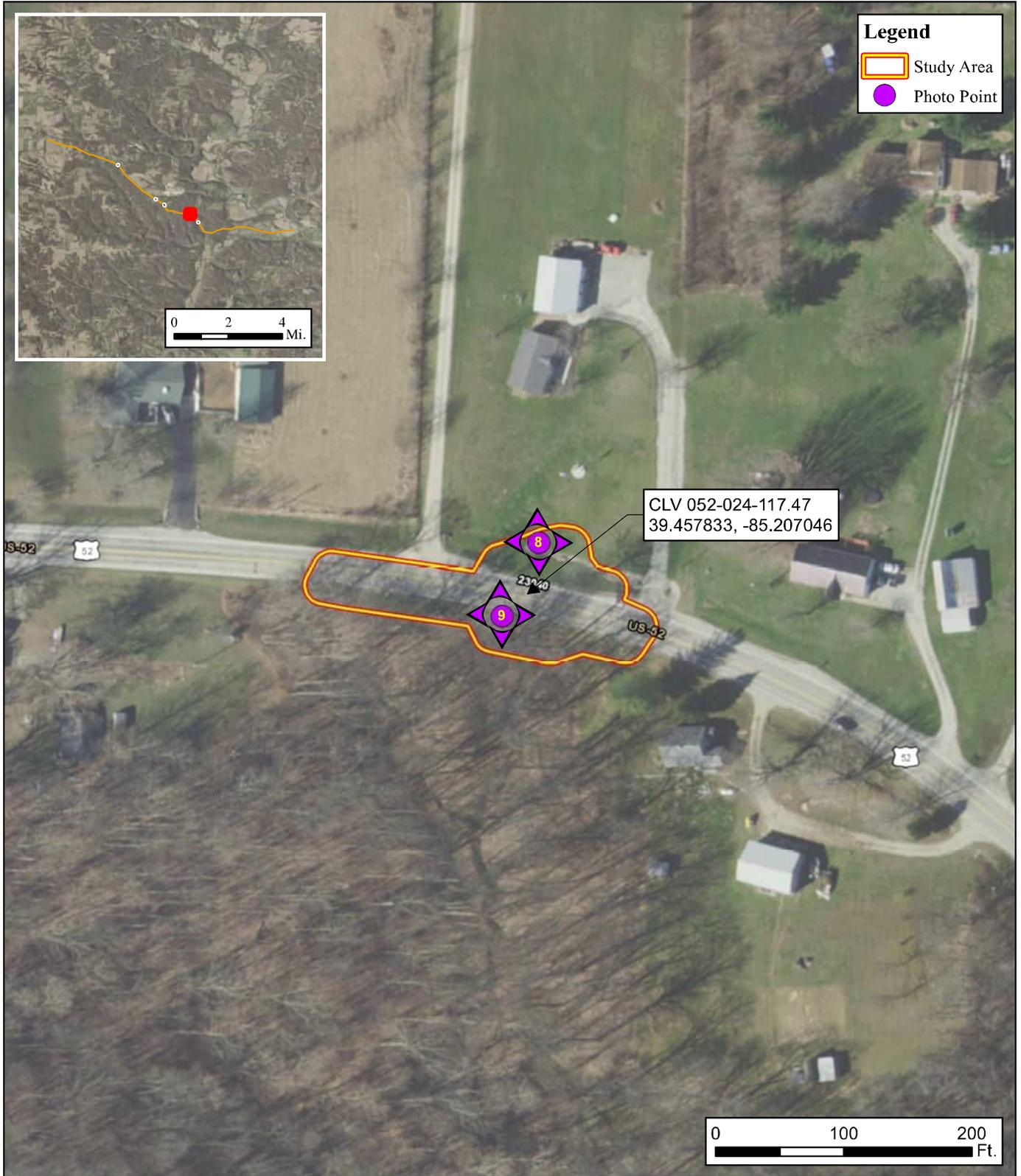
Scale 1" = 100'
Page 4 of 7

CHA Project No.
059338

Photo Location Map

US 52 HMA Overlay, Minor Structural
From US 52 and SR 244 Jct to US 52 and SR 229 Jct
Franklin County, Indiana

Image Courtesy of the IndianaMap
Photo Date: 2017



Date Saved: 6/9/2022 • Author: E.Butterfield



Indiana Department of Transportation



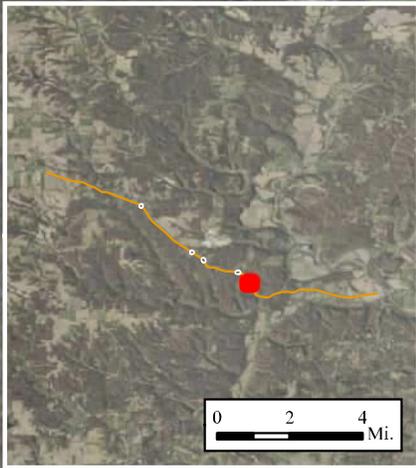
Scale 1" = 100'
Page 5 of 7

CHA Project No.
059338

Photo Location Map

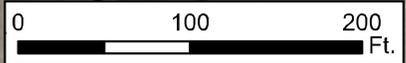
US 52 HMA Overlay, Minor Structural
From US 52 and SR 244 Jct to US 52 and SR 229 Jct
Franklin County, Indiana

Image Courtesy of the IndianaMap
Photo Date: 2017



Legend

- Study Area
- Photo Point



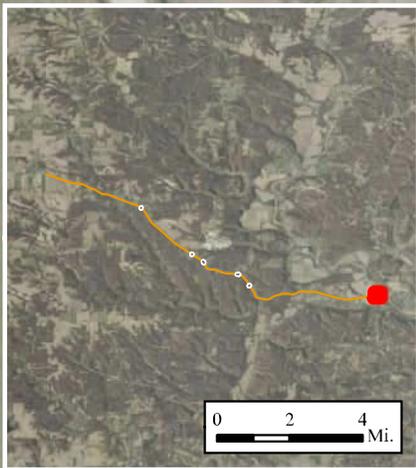
Date Saved: 2/16/2022 • Author: E.Butterfield



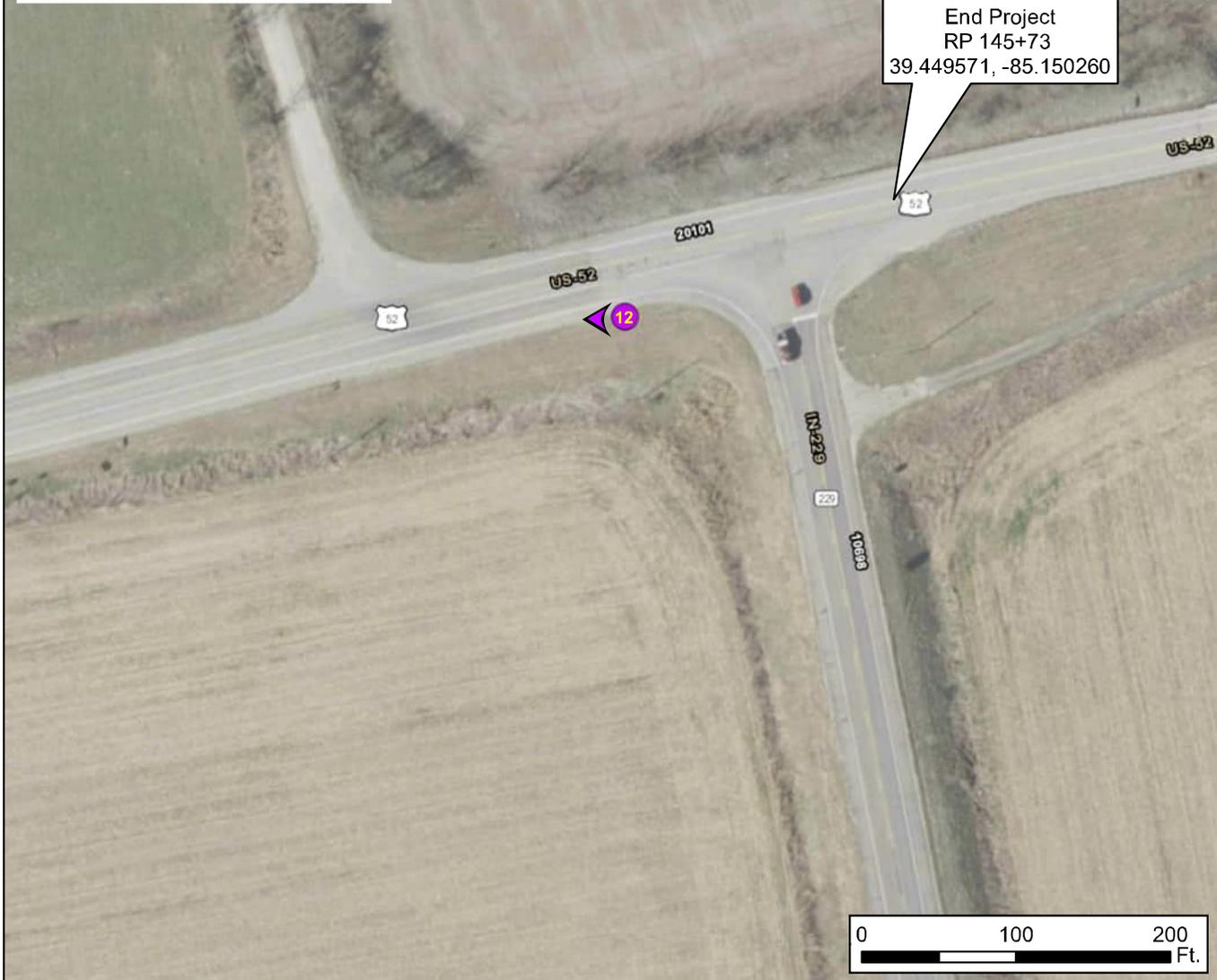
Indiana Department of Transportation 		Photo Location Map US 52 HMA Overlay, Minor Structural From US 52 and SR 244 Jct to US 52 and SR 229 Jct Franklin County, Indiana	
Scale 1" = 100' Page 6 of 7	CHA Project No. 059338	<i>Image Courtesy of the IndianaMap</i> <i>Photo Date: 2017</i>	

Legend

-  Study Area
-  Photo Point



End Project
 RP 145+73
 39.449571, -85.150260



Date Saved: 2/16/2022 • Author: E.Butterfield



Indiana Department of Transportation



Scale 1" = 100'
 Page 7 of 7

CHA Project No.
 059338

Photo Location Map

US 52 HMA Overlay, Minor Structural
 From US 52 and SR 244 Jct to US 52 and SR 229 Jct
 Franklin County, Indiana

Image Courtesy of the IndianaMap
 Photo Date: 2017

US 52 HMA Overlay, Minor Structural, Franklin County, Indiana

INDOT Des: 1900192



PP-1: Looking southeast in to the project area from the western limit of the project (2021-10-13)



PP-2: Looking south toward structure CLV-052-024-114.58 (2021-10-13)



PP-3: Looking south at structure CLV-052-024-115.58 (2021-10-13)



PP-3: Looking north away from structure CLV-052-024-115.58 (2021-10-13)



PP-4: Looking north at structure CLV-052-024-116.27 (2021-10-13)



PP-4: Looking south toward structure CLV-052-024-116.27 (2021-10-13)



PP-5: Looking south at structure CLV-052-024-116.27 (2021-10-13)



PP-5: Looking northeast away from structure CLV-052-024-116.27 (2021-10-13)



PP-6: Looking south at structure CLV-052-024-116.6
(2021-10-13)



PP-6: Looking north toward structure CLV-052-024-116.6
(2021-10-13)



PP-6: Looking east at the project area near CLV-052-024-116.6
(2021-10-13)



PP-6: Looking west at the project area near CLV-052-024-116.6
(2021-10-13)



PP-7: Looking north at structure CLV-052-024-116.6 (2021-10-13)



PP-8: Looking east at the project area near structure CLV-052-024-117.47 (2021-10-13)



PP-8: Looking north toward structure CLV-052-024-117.47 (2021-10-13)



PP-8: Looking south at structure CLV-052-024-117.47 (2021-10-13)



PP-8: Looking west at the project area near structure CLV-052-0240-117.47 (2021-10-13)



PP-9: Looking north at structure CLV-052-024-117.47 (2021-10-13)



PP-9: Looking south away from structure CLV-052-024-117.47 (2021-10-13)



PP 9: Looking east at the project area near structure CLV-052-024-117-47 (2021-10-13)



PP-9: Looking west at the project area near structure CLV-052-024-117.47 (2021-10-13)



PP-10: Looking east at the project area near structure CLV-052-024-117.88 (2021-10-13)



PP-10: Looking northeast at structure CLV-052-024-117.88 (2021-10-13)



PP-10: Looking south away from structure CLV-052-024-117.88 (2021-10-13)



PP-10: Looking southwest at structure CLV-052-024-117.88 (2021-10-13)



PP-10: Looking west at the project area near structure CLV-052-024-117.88 (2021-10-13)



PP-11: Looking east at the project area near structure CLV-052-024-117.88 _E (2021-10-13)

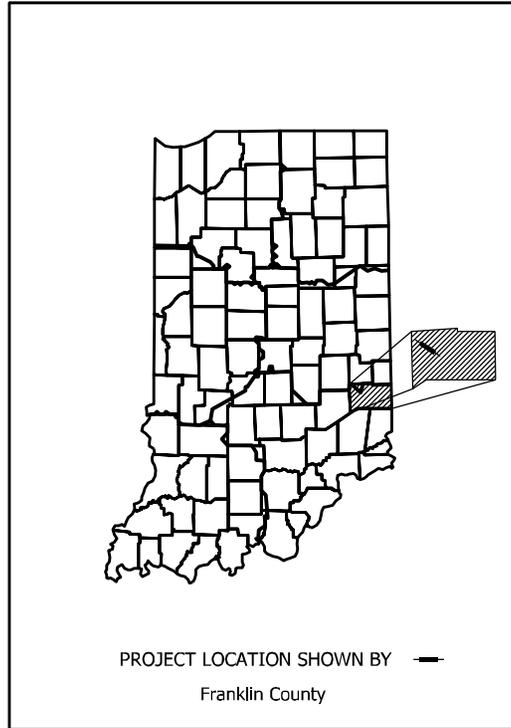


PP-11: Looking west at the project area near structure CLV-052-024-117.88 _W (2021-10-13)



PP-12: Looking west into project area from the eastern limits of the project
(2021-10-13)

CONTRACT NO. R-42630



INDIANA DEPARTMENT OF TRANSPORTATION



PROJECT DESCRIPTION

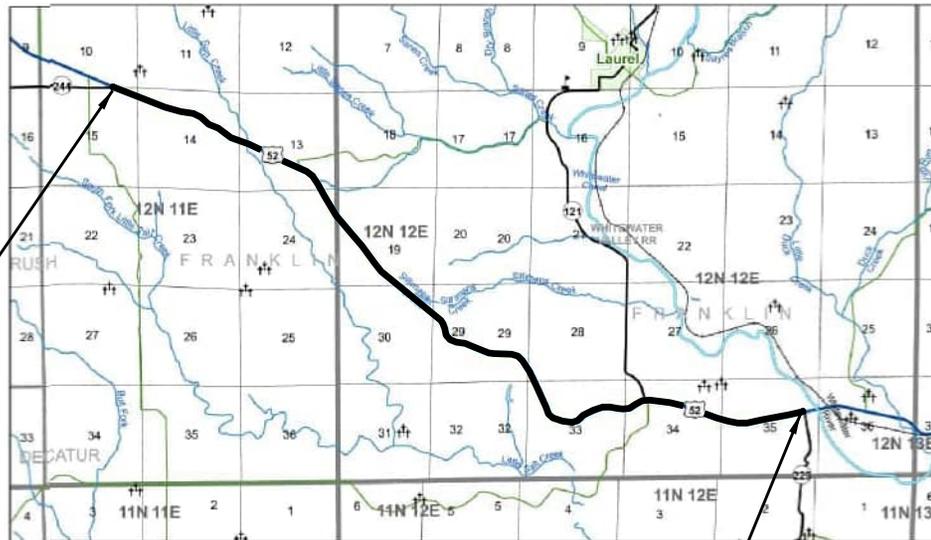
HMA Overlay and Minor Structural along US 52 from SR 244 to SR 229
(RP 137+17 to 145+73)

PROJECT LOCATION

Section 13, Township 12 North, Range 11 East, in Posey Township, and
Sections 29, 30 & 33, Township 12 North, Range 12 East, in Laurel Township,
both in Franklin County, Indiana

Gross Length 8.64 MI.

Net Length 8.64 MI.



LOCATION MAP
Franklin County

END PROJECT
US 52 & SR229 (RP 145+73)

BEGIN PROJECT
US 52 & SR 244 (RP 137+17)

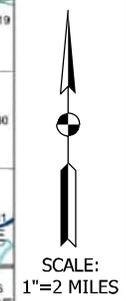
U.S. 52	
TRAFFIC DATA	
A.A.D.T. (2024)	2,583 V.P.D.
A.A.D.T. (2044) Proj.	2,583 V.P.D.
D.H.V. (2044)	230 V.P.H.
Directional Distribution	49.67% (EB)
Trucks 13% D.H.V.	10% A.A.D.T.

DESIGN DATA	
Design Speed	55
Project Design Criteria	Partial 3R
Functional Class	Minor Arterial
Rural/Urban	Rural
Terrain	Level
Access Control	None

HUC: 050800030407, 050800030408,
050800030504, 050800030505

LATITUDE: 39°29'51" N
LONGITUDE: 85°17'02" W

PLANS PREPARED BY: Samantha J. Stroebel
PHONE NUMBER: 317-786-0461



DATE: _____

CERTIFIED BY: _____

RECOMMENDED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION

DATE _____

1 of 69

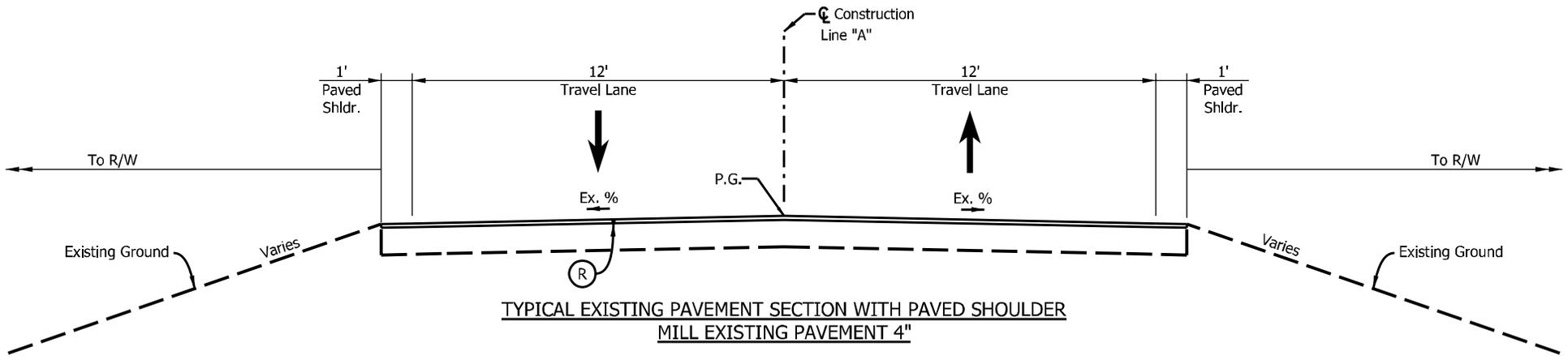
DES. NO. 1900192

Drawing Copyright © 2022

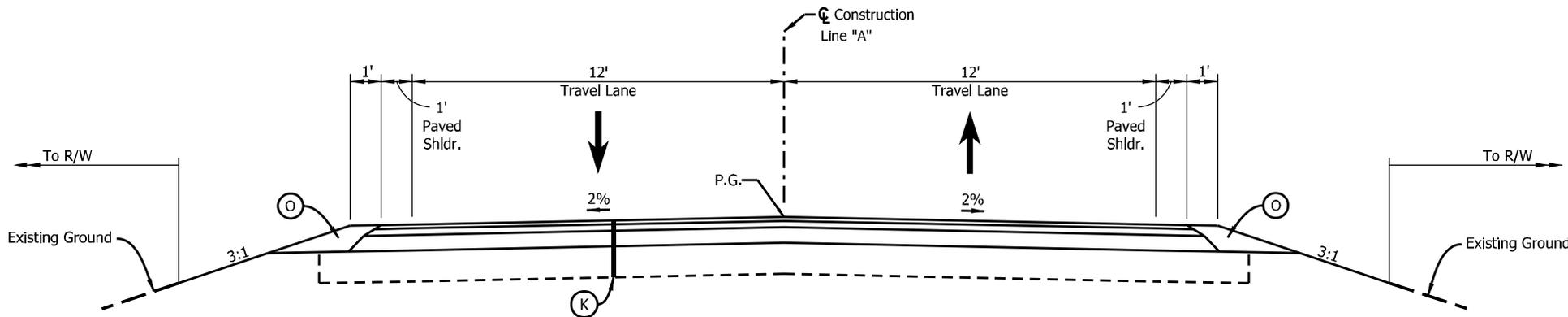


201 N. Illinois Street, Suite 800
Indianapolis, IN 46204
317.786.0461 • www.chacompanies.com

Indiana Department of Transportation
Standard Specifications dated 2022
to be used with these plans.



TYPICAL EXISTING PAVEMENT SECTION WITH PAVED SHOULDER
MILL EXISTING PAVEMENT 4"



TYPICAL FULL-DEPTH SECTION AT CULVERT CROSSINGS

- Sta. 55+30.00 To Sta. 55+55.00 "A"
- Sta. 144+65.00 To Sta. 144+90.00 "A"
- Sta. 161+95.00 To Sta. 162+15.00 "A"
- Sta. 208+30.00 To Sta. 208+50.00 "A"
- Sta. 229+40.00 To Sta. 229+65.00 "A"

NOTES:

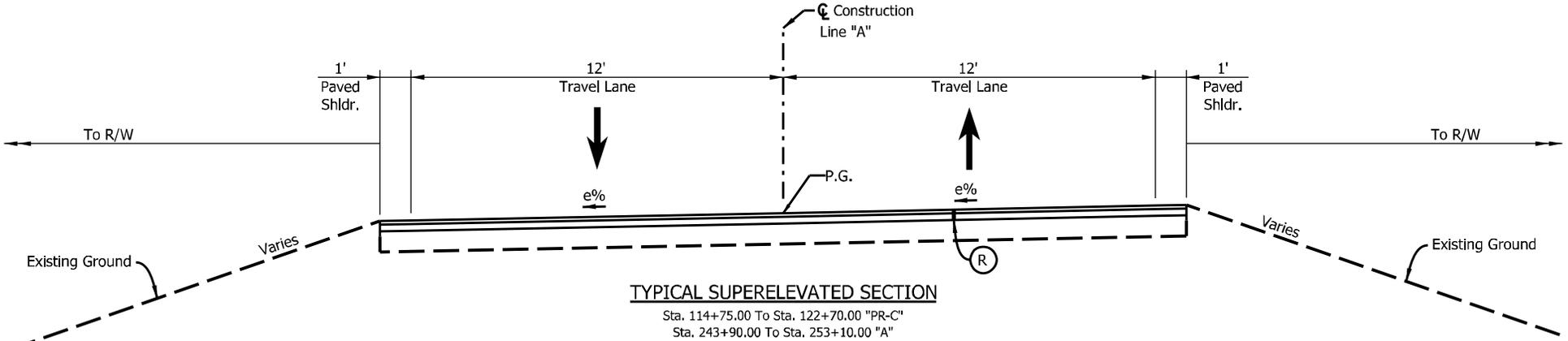
1. Within normal tangent section maintain a mainline 2% cross slope.
2. Maintain existing cross slope at and near horizontal curves with exception to curves with superelevation diagrams.

LEGEND:

- (K) 165 lb/syd QC/QA-HMA, 3, 64, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on 330 lb/syd QC/QA-HMA, 2, 64, Base, 19.0 mm on 3" of Compacted Aggregate, No. 53 on Subgrade Treatment Type IC
- (O) Compacted Aggregate No. 53
- (R) 165 lb/syd QC/QA-HMA, 3, 64, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on Asphalt Milling, Variable (4" Max)

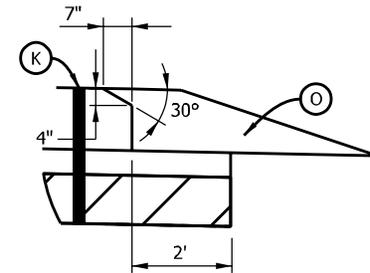
Scale:	
Recommended for Approval:	
Date:	

TYPICAL CROSS SECTION



TYPICAL SUPERELEVATED SECTION

Sta. 114+75.00 To Sta. 122+70.00 "PR-C"
Sta. 243+90.00 To Sta. 253+10.00 "A"



SAFETY EDGE DETAIL

NOTES:

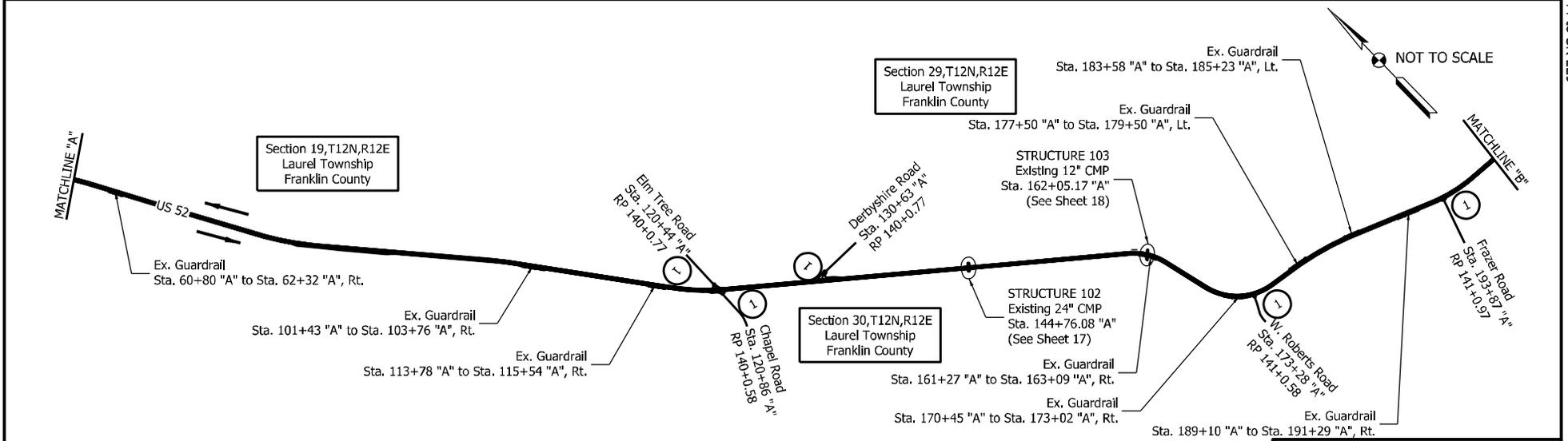
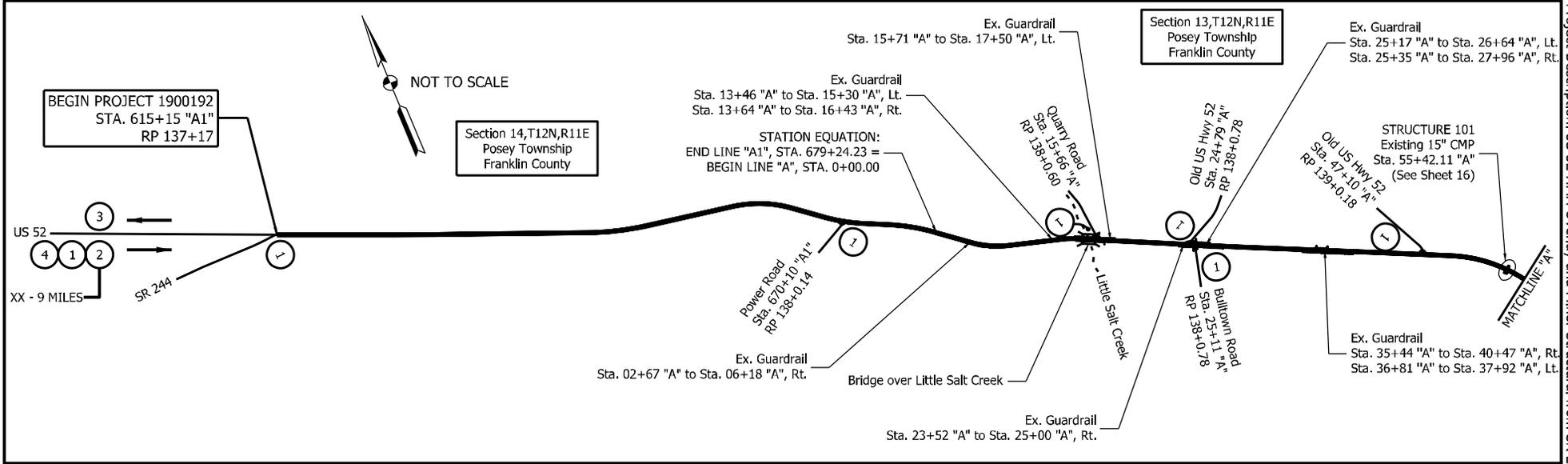
1. Within normal tangent section maintain a mainline 2% cross slope.
2. Maintain existing cross slope at and near horizontal curves with exception to curves with superelevation diagrams.

LEGEND:

- (K) 165 lb/syd QC/QA-HMA, 3, 64, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on 330 lb/syd QC/QA-HMA, 2, 64, Base, 19.0 mm on 3" of Compacted Aggregate, No. 53 on Subgrade Treatment Type IC
- (O) Compacted Aggregate No. 53
- (R) 165 lb/syd QC/QA-HMA, 3, 64, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on Asphalt Milling, Variable (4" Max)

Scale:
Recommended for Approval:
Date:

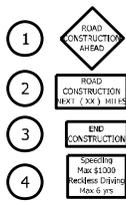
TYPICAL CROSS SECTION



NOTES:

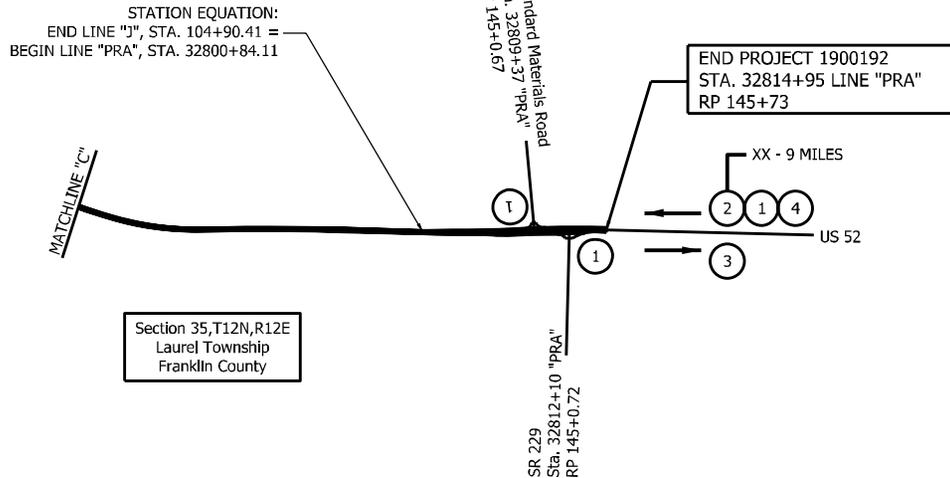
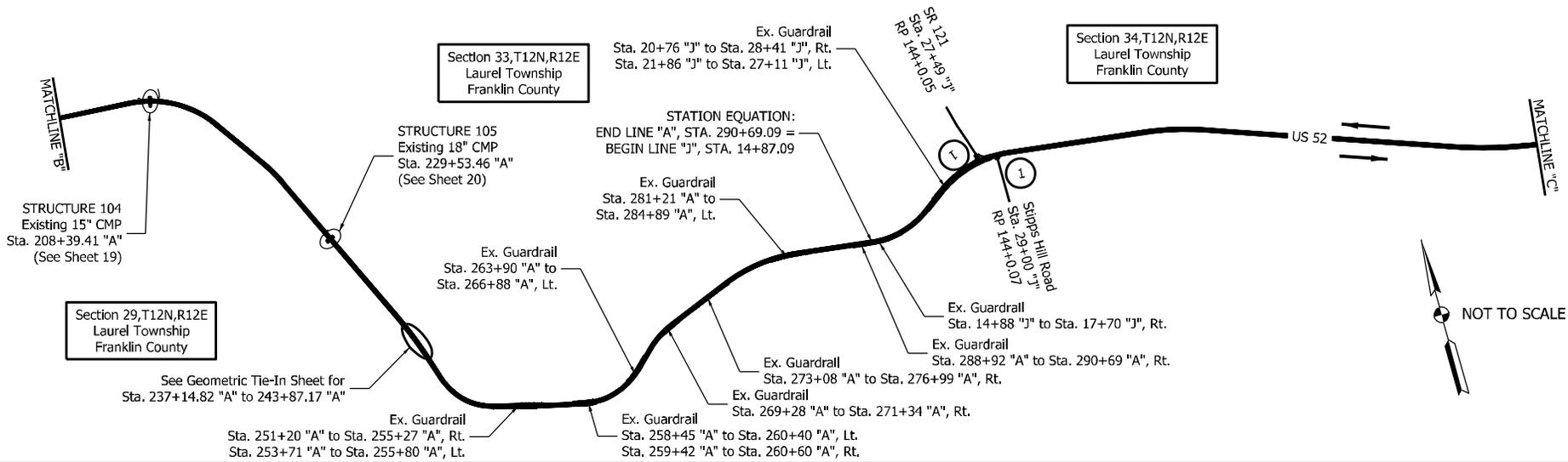
LEGEND

- ① Construction Sign XW20-1 - 48"X48"
- ② Construction Sign XG20-1 - 60"X36"
- ③ Construction Sign XG20-2 - 60"X24"
- ④ Construction Sign Penalty Sign XW2-6 - 60"X36"



Scale:	
Recommended for Approval:	
Date:	

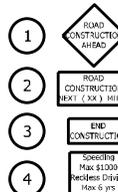
STRIP MAP



NOTES:

LEGEND

- ① Construction Sign XW20-1 - 48"X48"
- ② Construction Sign XG20-1 - 60"X36"
- ③ Construction Sign XG20-2 - 60"X24"
- ④ Construction Sign Penalty Sign XW2-6 - 60"X36"

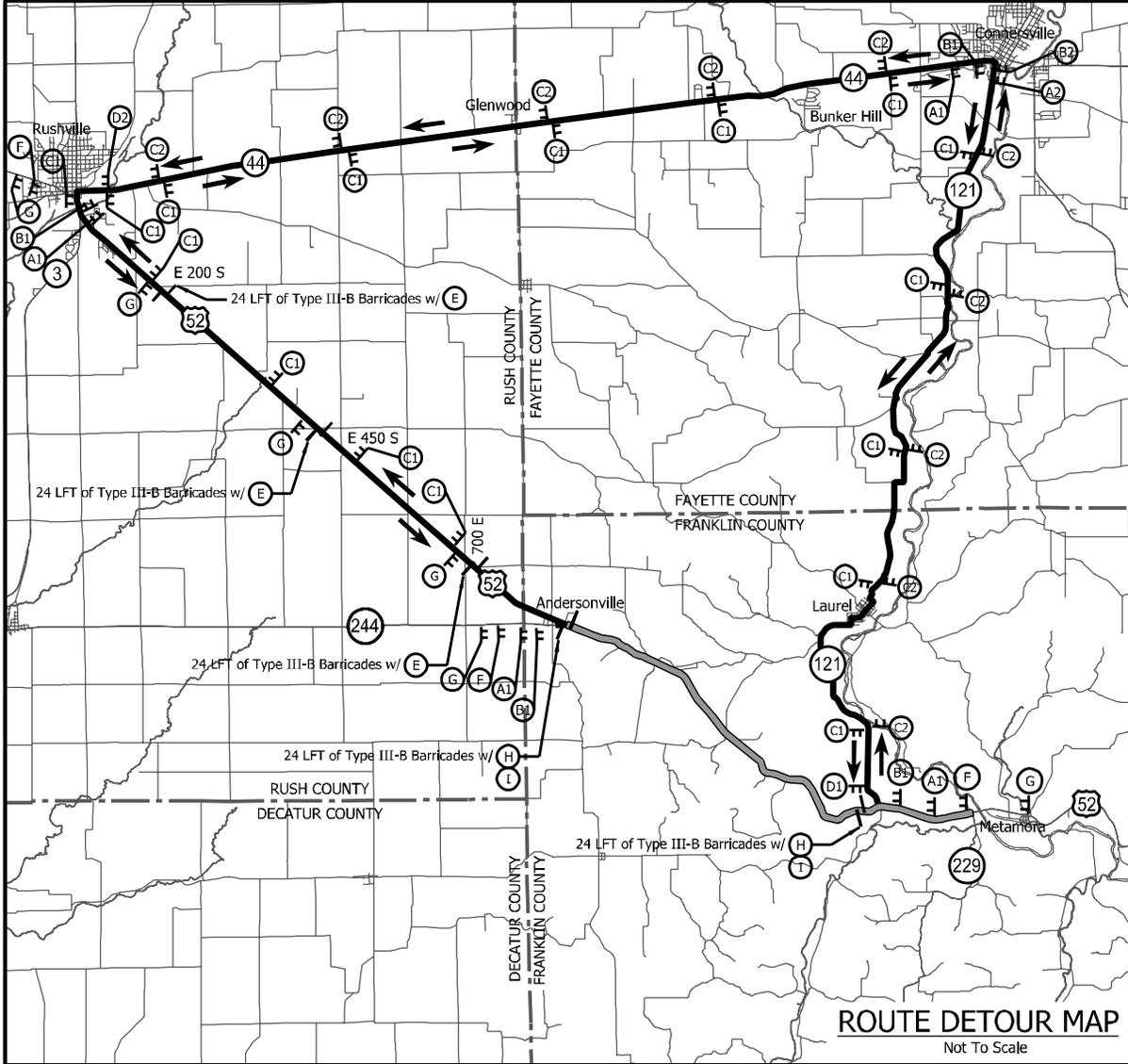


Scale:

Recommended for Approval:

Date:

STRIP MAP



ROUTE DETOUR MAP

Not To Scale

LEGEND

-  Construction Area
-  Barricade
-  Typical Sign Standard
-  Traffic Flow

MAINTENANCE OF TRAFFIC

PHASING NOTES:

Phasing for Mainline Paving Operations

- Phase 1
Perform Full Depth Replacement and Patching.
Both Southbound and Northbound may be done concurrently.
- Phase 2
Perform Intermediate Overlay.
- Phase 3
Perform Surface Overlay.

Note: Flaggers will be utilized to maintain traffic around full depth and patching construction area.

The detour is to be used for pipe replacements only.

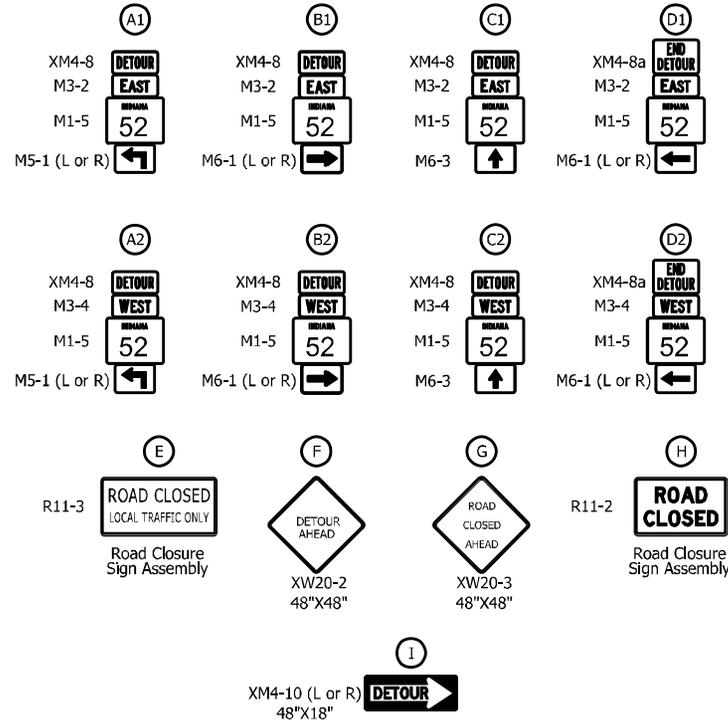
Structures 102, 103, 104, and 105 can not be constructed concurrently. Property access must be maintained throughout construction.

ITEM DESCRIPTION	UNIT	Phases 1,2,3	Detour	QUANTITY
ROAD CLOSURE SIGN ASSEMBLY	EACH		5	5
DETOUR ROUTE MARKER ASSEMBLY	EACH		38	38
CONSTRUCTION SIGN, A	EACH	23	9	32
CONSTRUCTION SIGN, B	EACH		2	2
MAINTAINING TRAFFIC	LS		1	1
BARRICADE, III-B	LFT		120	120

Scale:

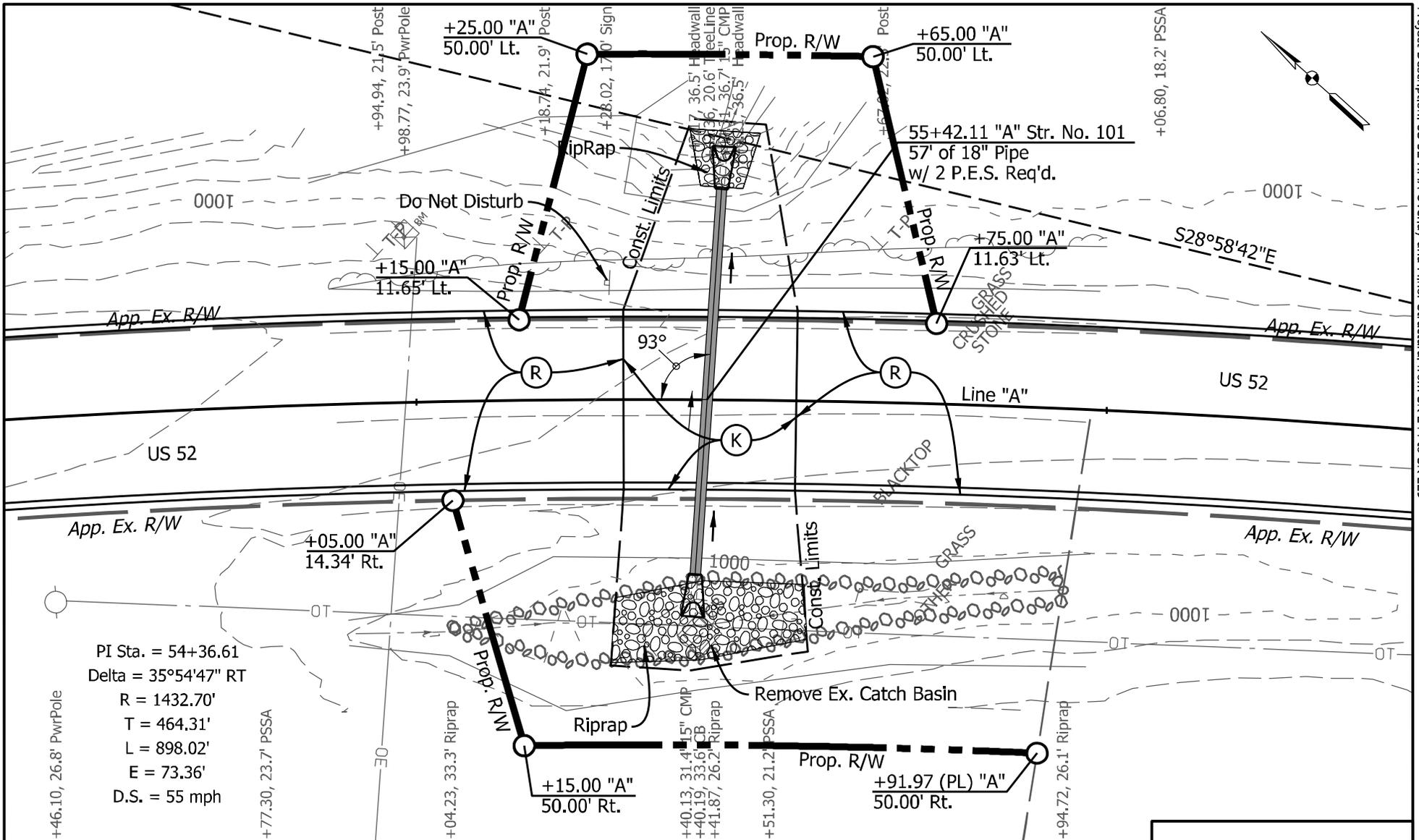
Recommended for Approval:

Date:



MAINTENANCE OF TRAFFIC SIGN LEGEND

Scale:
Recommended for Approval:
Date:



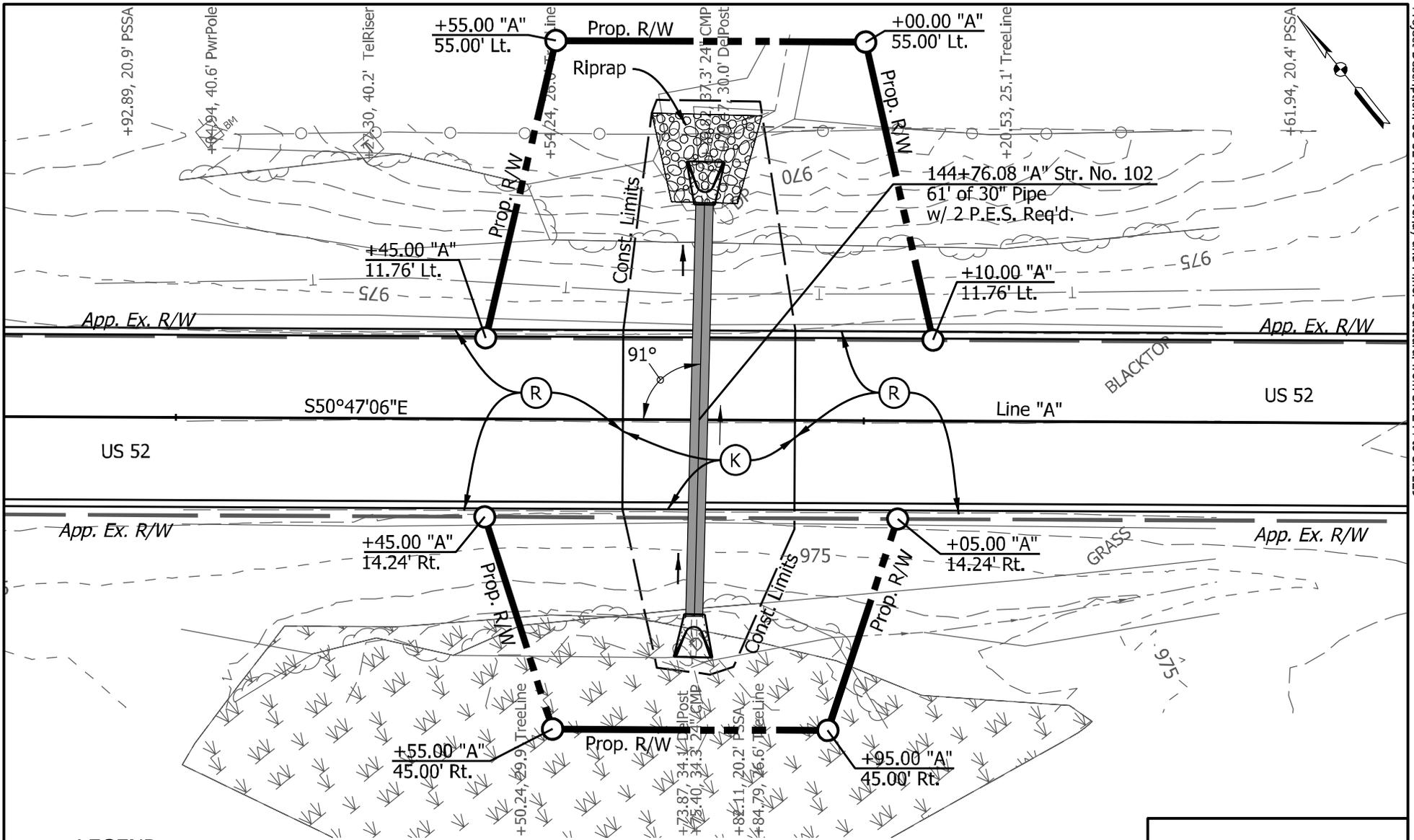
PI Sta. = 54+36.61
 Delta = 35°54'47" RT
 R = 1432.70'
 T = 464.31'
 L = 898.02'
 E = 73.36'
 D.S. = 55 mph

LEGEND:

- (K) 165 lb/syd QC/QA-HMA, 3, 64, Surface, 9.5 mm on
275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on
330 lb/syd QC/QA-HMA, 2, 64, Base, 19.0 mm on
3" of Compacted Aggregate, No. 53 on
Subgrade Treatment Type IC
- (R) 165 lb/syd QC/QA-HMA, 3, 64, Surface, 9.5 mm on
275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on
Asphalt Milling, Variable (4" Max)
- (O) Compacted Aggregate No. 53
- (27) Seed Mixture, R

CONSTRUCTION DETAIL - STRUCTURE 101

Scale:
Recommended for Approval:
Date:

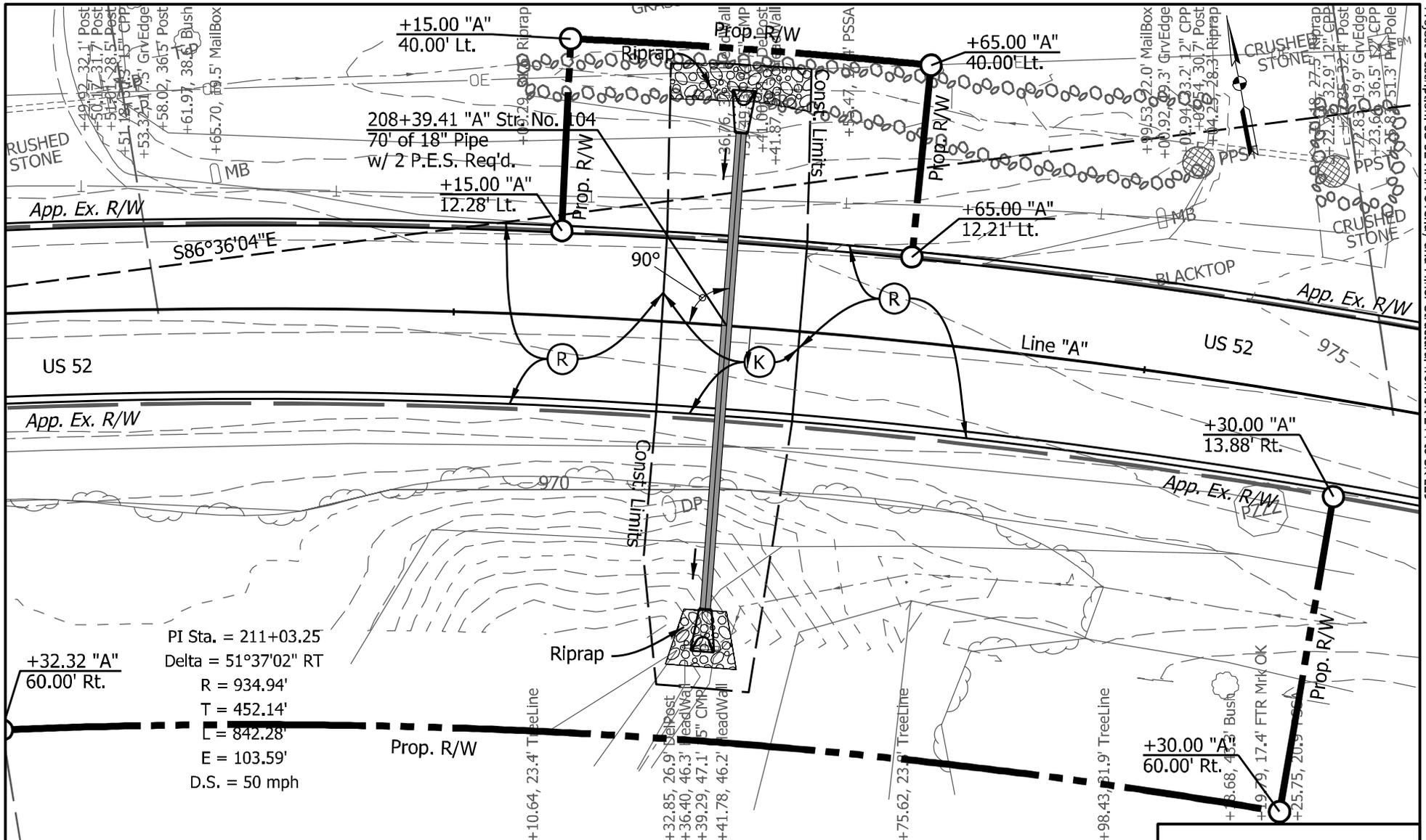


LEGEND:

- (K) 165 lb/syd QC/QA-HMA, 3, 64, Surface, 9.5 mm on
275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on
330 lb/syd QC/QA-HMA, 2, 64, Base, 19.0 mm on
3" of Compacted Aggregate, No. 53 on
Subgrade Treatment Type IC
- (O) Compacted Aggregate No. 53
- (R) 165 lb/syd QC/QA-HMA, 3, 64, Surface, 9.5 mm on
275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on
Asphalt Milling, Variable (4" Max)
- (27) Seed Mixture, R

CONSTRUCTION DETAIL - STRUCTURE 102

Scale:	
Recommended for Approval:	
Date:	

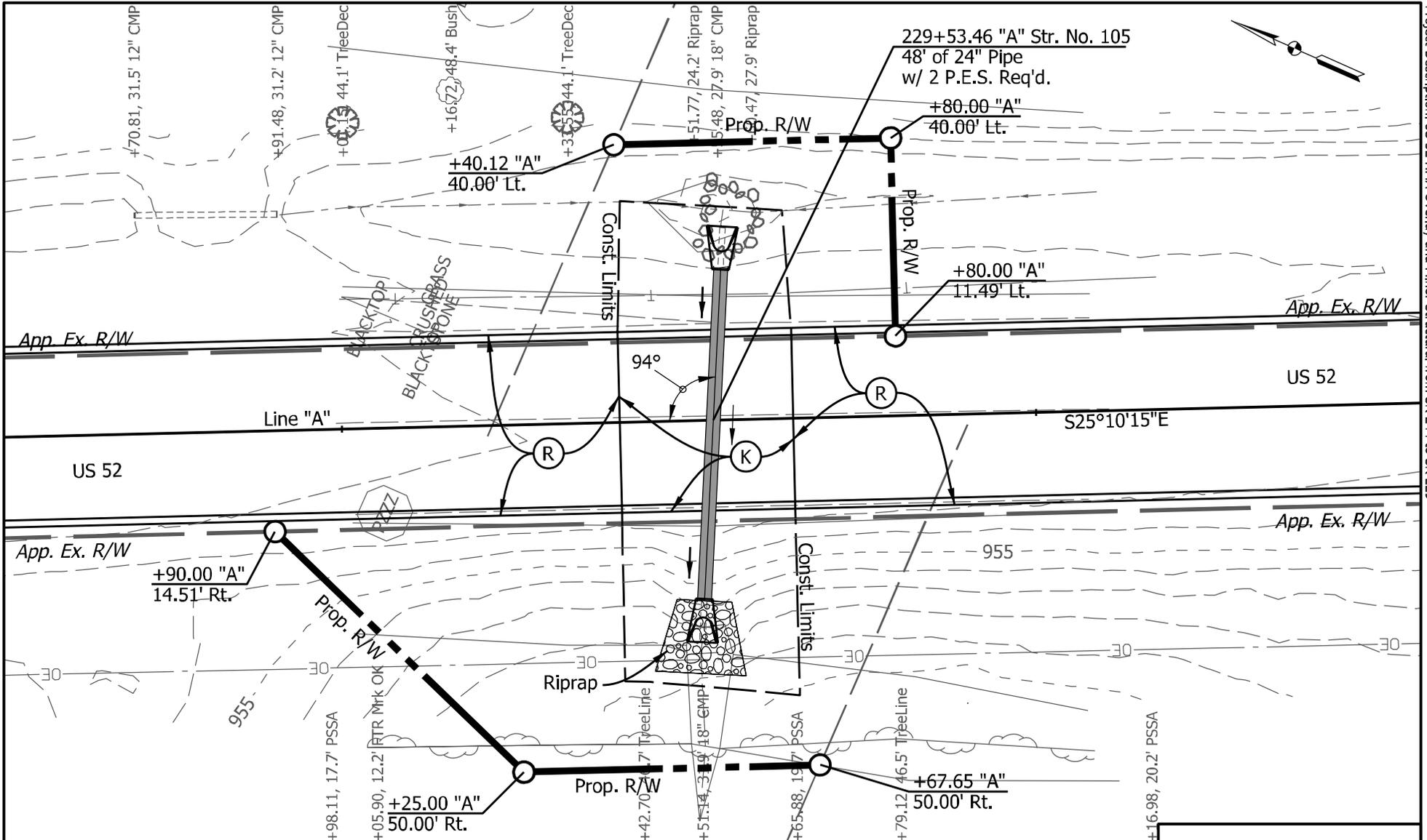


LEGEND:

- (K) 165 lb/syd QC/QA-HMA, 3, 64, Surface, 9.5 mm on
275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on
330 lb/syd QC/QA-HMA, 2, 64, Base, 19.0 mm on
3" of Compacted Aggregate, No. 53 on
Subgrade Treatment Type IC
- (R) 165 lb/syd QC/QA-HMA, 3, 64, Surface, 9.5 mm on
275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on
Asphalt Milling, Variable (4" Max)
- (O) Compacted Aggregate No. 53
- (27) Seed Mixture, R

CONSTRUCTION DETAIL - STRUCTURE 104

Scale:
Recommended for Approval:
Date:



LEGEND:

- (K) 165 lb/syd QC/QA-HMA, 3, 64, Surface, 9.5 mm on
275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on
330 lb/syd QC/QA-HMA, 2, 64, Base, 19.0 mm on
3" of Compacted Aggregate, No. 53 on
Subgrade Treatment Type IC
- (R) 165 lb/syd QC/QA-HMA, 3, 64, Surface, 9.5 mm on
275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on
Asphalt Milling, Variable (4" Max)
- (O) Compacted Aggregate No. 53
- (27) Seed Mixture, R

CONSTRUCTION DETAIL - STRUCTURE 105

Scale:
Recommended for Approval:
Date:

Appendix C

Early Coordination

Item	
Early Coordination Letter	C-1 to C-3
Agencies Receiving Early Coordination Letter	C-4 to C-5
Response - IDEM	C-6
Response - IDNR, Fish, & Wildlife	C-7 to C-10
Response - IGWS	C-11 to C-13
USFWS - Rang-Wide Programmatic Consultation	C-14 to C-32
USFWS - Species List	C-33 to C-47
Response - Natural Resource Conservation Service	C-48 to C-50
Response - Franklin County Surveyor	C-51
Response - US Coast Guard	C-52
Response - IDNR Coordinator	C-53



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (317) 232-2096
FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Example Early Coordination Letter

March 2, 2022

{See Attached List}

Re: Early Coordination Letter, Des. No. 1900192
US 52-HMA Overlay, Minor Structural Project
From US 52 and State Road (SR) 244 Junction (JCT) to US 52 and SR 229 JCT
Franklin County, Indiana

Dear Sir or Madam:

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), is proposing to proceed with roadway improvements and small structure replacements to US 52 from the SR 244 JCT to the SR 229 JCT, in Posey, Metamora, and Laurel Township, Franklin County, Indiana, Des. No. 1900192. CHA Consulting, Inc. is under contract with the INDOT to advance the environmental documentation for the above referenced project. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental impacts. Your cooperation in this endeavor is appreciated.

Project Location

The proposed project is along US 52, from the US 52 and SR 244 JCT in Andersonville, IN for approximately 8.64 miles east to the US 52 and SR 229 JCT in Metamora, IN. Specifically, the project is located within Sections 13, 14, 15, 24, Township 12 North, Range 11 East and Sections 19, 28, 29, 30, 33, 34, and 35, Township 12 North, Range 12 East as shown on the attached 7.5 minute Clarksburg and Metamora, Indiana, United States Geological Survey (USGS) quadrangle map.

Existing Conditions

US 52 is functionally classified as a Minor Arterial road. This section is not part of the National Highway System (NHS), however is part of the National Truck Network (NTN). The roadway has a posted speed limit of 55 miles per hour (mph) with no access control. The existing road through the project area is a two-lane, 26-foot wide roadway, with a typical section consisting of a 12-foot travel lane and a 1-foot wide paved shoulder in each direction on hilly terrain. There is block and traverse cracking throughout the pavement along US 52. Additionally, the shoulders are showing moderate to severe alligator and edge cracking. Additionally, five small structures (CLV 052-024-114.58, CLV 052-024-116.27, CLV 052-024-116.59, CLV 052-024-117.47, and CLV 052-024-117.88) along US 52 are experiencing surface loss and deterioration, debris buildup, and culvert inaccessibility. Please see the attached location maps and ground level photographs.

Land use in the project area is generally agricultural, forested, and residential. Electric and telecommunications utilities were identified within the project area. Utility Coordination will be completed by an INDOT certified utility coordinator following the appropriate guidelines.

The National Wetland Inventory (NWI) maps and the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) were reviewed for the presence of water features in the project area. One stream

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segment, Little Salt Creek, and three mapped floodplains were identified within the project area. A Waters of the US Report will be prepared and coordination with INDOT Environmental Services (ESD) Ecology and Waterway Permitting Office (EWPO) will occur. This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana Bat and Northern Long-eared Bat and project information will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately.

Project Need and Purpose

The need for the project is due to the deterioration of the roadway along this section of US 52. Additionally, the superelevation at two curves and multiple guardrail end treatments do not meet current MASH standards. Lastly, five culverts along the project area will be replaced or rehabbed due to surface loss and deterioration, debris buildup, and culvert inaccessibility.

The purpose of this project is to address the deteriorating conditions of the roadway and increase the service life of the roadway for 12 to 15 years and to address the deteriorating conditions of the five small structures.

Proposed Improvements

The mainline pavement is anticipated to be milled 3.5 to 4.0 inches and overlaid with a 1.5-inch surface hot mixed asphalt (HMA) layer on top of a 2.5-inch intermediate layer. The locations of pavement failure should be full depth using HMA Type B Patching. Driveways and approaches are to be milled and finished with either HMA or Prestressed Concrete Cylinder Pipe (PCCP) depending on existing pavement type. Existing damaged guardrail will be replaced in kind within the project area and all existing guardrail end treatments will be updated to meet current standards. The superelevation of the roadway that do not meet current design standards will also be corrected.

Additionally, five small structures will be replaced within the project area. It is anticipated that structure CLV 052-024-114.58 (located approximately 0.57 mile east of the Bulltown Road intersection) will be replaced with an 18-inch by 69-foot metal pipe. Structure CLV 052-024-116.27 (located approximately 0.45 mile east of the Chapel Road intersection) will be replaced with a 20 inch by 73 foot metal pipe. Structure CLV 052-024-116.59 (located approximately 0.22 mile west of the West Roberts Road intersection) will be replaced with an 18 inch by 81-foot metal pipe. Structure CLV 052-024-117.47 (located approximately 0.21 mile east of the Frazer Road intersection) will be replaced with an 18 inch by 83-foot metal pipe. Lastly, structure CLV 052-024-117.88 (located approximately 0.46 mile east of the Frazer Road intersection) is anticipated to be replaced with an 18 inch by 60-foot metal pipe.

Based on preliminary layouts, it has been determined that approximately 0.75 acre of permanent right-of-way will be needed for construction of the proposed project. There would be no residential, commercial, or industrial relocations necessary to complete this project.

The Maintenance of Traffic (MOT) for this project is anticipated to be partial lane closure, with two-way traffic maintained through the use of a flagger. The MOT plan will be further refined during the design process. Local access will be maintained throughout construction.

HISTORIC RESOURCES

Coordination will occur with INDOT Cultural Resources Office (CRO) to evaluate the project area for archaeological and historic resources and for Section 106 compliance. The results of this investigation will be forwarded to the State Historic Preservation Office (SHPO) for review and concurrence as appropriate.

EARLY COORDINATION

As part of our early coordination effort for the proposed project, please study the enclosed information and provide a written evaluation of the potential impacts upon resources that are under your jurisdiction. It is requested, that you return a reply within 30-days of receipt of this packet. Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request.

Your cooperation in expediting the development of the referenced project is appreciated. If you have any questions, or if we can be of any further assistance, please do not hesitate to contact me, Aaron Stroude, at (317) 493-3075, astroude@chacompanies.com or the INDOT Project Manager, Nicole Carter, at (812) 767-1395 or ncarter@indot.IN.gov.

Best Regards,

CHA Consulting, Inc.



Aaron Stroude
Environmental Scientist

Attachments-

Maps (State Location, USGS, Aerial Location, NWI Wetland, NRCS Soils, and IDNR Floodzone)
Photographs

cc: Nicole Carter, PM, INDOT Seymour District
David Dye, Environmental Section Manager, INDOT Seymour District
Doug Dagley, P.E., Project Manager, CHA
File #059338

In the interest of condensing the document, the attachments were removed from this appendix. They appear in Appendix B.

**US 52 HMA Overlay, Minor Structural
Franklin County, Indiana
Des. No. 1900192**

Agencies Receiving Early Coordination Packet Distribution Date: March 2, 2022

Erica Tate, Federal Highway Administration
Federal Office Building, Room 254
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erica.tait@dot.gov

David Dye, Environmental Section Manager
Indiana Department of Transportation
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ddye@indot.in.gov

State Conservationist
Natural Resources Conservation Service
6013 Lakeside Boulevard
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john.allen@usda.gov

Ron Bales, Environmental Policy Manager
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100 North Senate Avenue, Room N758-ES
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rbales@indot.in.gov

Indiana Geological and Water Survey
611 North Walnut Grove
Bloomington, IN 47405
(Website submittal)

Tim Hotz, Environmental Manager
Indiana Department of Environmental Management
100 N Senate Ave.
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thotz@idem.IN.gov

Environmental Coordinator
Indiana Department of Natural Resources
Division of Fish and Wildlife
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Regional Environmental Coordinator
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National Park Service
601 Riverfront Drive
Omaha, NE 68102
mwro_compliance@nps.gov

Wellhead Proximity Determinator Website
(Website submittal)

Ms. Deborah Snyder
US Army Corps of Engineers
Louisville District, Indianapolis Regulatory Office
Indianapolis, IN 46216
RegulatoryApplicationsLRL@usace.army.mil

Nicole Carter, Project Manager
Indiana Department of Transportation
185 Agrico Ln.
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Field Environmental Officer, Chicago Regional Office
US Department of Housing & Urban Development
Metcalf Fed. Bldg.
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Fayette Hay, Administrative Assistant
Franklin County Commissioner
1010 Franklin Ave.
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commissioners@franklincounty.in.gov

Commander, Eighth Coast Guard District
Attn: Bridge Branch
1222 Spruce Street, Rm 2.102D
St Louis, MO 63103-2832
eric.washburn@uscg.mil

Glenn Bailey, County Surveyor
Franklin County Surveyor's Office
1010 Franklin Ave, Room #205
Brookville, IN 47012
surveyor@franklincounty.in.gov

Highway Engineer
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1360 Franklin Ave.
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highway@franklincounty.in.gov

*www.in.gov/dot/
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**US 52 HMA Overlay, Minor Structural
Franklin County, Indiana
Des. No. 1900192**

Agencies Receiving Early Coordination Packet Distribution Date: March 2, 2022

Tammy Chavis, Superintendent
Franklin County Community School Corporation
225 East 10th St.
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tchavis@fccsc.k12.in.us

Peter Cates, Sheriff
Franklin County Sheriff Department
371 Main St.
Brookville, IN 47012
pcates@franklincounty.in.gov

Amy Lindsey, Director
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1010 Franklin Ave., Room 204
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ema@franklincounty.in.gov

Metamora Township Volunteer Fire Department
19477 Duck Creek Rd
Metamora, IN 47030
bryanblake70@yahoo.com

Stroude, Aaron

From: HOTZ, TIM <THOTZ@idem.IN.gov>
Sent: Wednesday, March 2, 2022 4:16 PM
To: Stroude, Aaron
Subject: [--EXTERNAL--]: Re: US 52 and SR 244 Junction to US 52 and SR 229 Junction, Des. No. 1900192

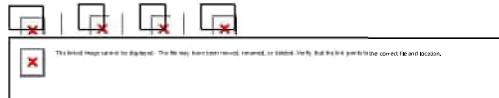
I have no comments.



Timothy Hotz
Senior Environmental Manager
Office of Land Quality

(317) 407-0082 • thotz@idem.IN.gov

Indiana Department of Environmental Management



From: Stroude, Aaron <AStroude@chacompanies.com>
Sent: Wednesday, March 2, 2022 4:03 PM
To: HOTZ, TIM <THOTZ@idem.IN.gov>
Subject: US 52 and SR 244 Junction to US 52 and SR 229 Junction, Des. No. 1900192

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Hello Tim Hotz,

Our firm was selected by the Indiana Department of Transportation (INDOT) to prepare the environmental documentation to advance the following HMA Overlay, Minor Structural Project:

Des. No. 1900192, US 52, from SR 244 Junction to SR 229 Junction HMA Overlay, Minor Structural Project, Franklin County, Indiana.

The attached coordination letter is written to describe the HMA Overlay, Minor Structural Project and to seek your comments regarding the resources under your jurisdiction. Please review the letter and let me know if you have any questions or comments.

Best regards,

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR #: ER-24534

Request Received: March 2, 2022

Requestor: CHA Consulting, Inc
Aaron Stroude
300 South Meridian Street
Indianapolis, IN 46225

Project: US 52 HMA overlay and 5 small structure replacements, from SR 244 in Andersonville to SR 229 in Metamora; Des #1900192

County/Site info: Franklin

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment: This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile, unless it qualifies for a bridge exemption (see enclosure). Please include a copy of this letter with the permit application, if required.

Natural Heritage Database: The Natural Heritage Program's data have been checked. Whitewater Canal State Historic Site is located within 1/2 mile northeast of the project area. Also, the federally protected Bald Eagle (*Haliaeetus leucocephalus*) has been documented within 1/2 mile of the project area, and the state endangered Variegate Darter (*Etheostoma variatum*) has been documented in the Whitewater River within 1/2 mile of the project area.

Fish & Wildlife Comments: We do not foresee any impacts to Variegate Darter as a result of this project.

Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

1) Bald Eagle:

The Bald Eagle is no longer a state species of special concern. However, this species is still federally protected (see <https://www.fws.gov/midwest/eagle/history/protectations.html>). The recommended buffer between any disturbance and an active eagle nest is 660 feet. To minimize impacts to Bald Eagles, follow the National Bald Eagle Management Guidelines found at <http://www.fws.gov/midwest/eagle/pdf/NationalBaldEagleManagementGuidelines.pdf>. Please contact the US Fish and Wildlife Service if further consultation is needed regarding Bald Eagles.

2) Crossing Structure & Wildlife Passage:

Maintaining or improving wildlife movement under roads is a priority concern for the Division of Fish & Wildlife (DFW) for the ecological health of wildlife populations in terms of movement and dispersal, habitat connectivity, and to avoid unnecessary wildlife mortality on roads. Facilitating wildlife passage ability under roads means less wildlife crossing traffic lanes and consequently reduced driving hazards. We encourage

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DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

improving fish and wildlife passage conditions, when possible.

DFW has outlined different requirements for different types of crossing structure impacts. For crossing replacements, the new structure must include wildlife passage appropriate for the type of replacement structure being proposed. If the replacement structure is sized to accommodate white-tailed deer passage then it should be included in the design of the new structure. If white-tailed deer passage is not possible with the existing structure, deer passage still needs to be considered in the design and at minimum the bank lines must be restored within structures to allow for smaller wildlife passage above the ordinary high water mark. All wildlife passage designs must include a smooth level pathway a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. Stream crossing repairs or modifications, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for rehabilitated/modified structures is encouraged whenever possible to improve wildlife/vehicle safety.

There are a number of techniques and materials for incorporating wildlife passage into the design of a crossing structure. Coordination with a Regional Environmental Biologist to address wildlife passage issues before submitting a permit application (if required) is encouraged to avoid delays in the permitting process. The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage: <http://www.fs.fed.us/wildlifecrossings/library/>,

https://roadecology.ucdavis.edu/files/content/projects/DOT-FHWA_Wildlife_Crossing_Structures_Handbook.pdf,

https://www.fs.fed.us/biology/nsaec/fishxing/aop_pdfs.html,

<https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf>.

When designing a new or replacement structure, bridges are recommended over culverts, and three-sided culverts are recommended over box or pipe culverts. Multiple culverts or culverts with multiple openings are not recommended. These types of structures are often problematic for fish and wildlife passage as they tend to accumulate debris and become blocked. If box and pipe culverts must be used, the culvert bottoms should be sumped a minimum of 6" (or 20% of the culvert height or diameter, whichever is greater up to a maximum of 2') below the stream bed elevation. Sumping is not required for bridges or three-sided culverts. Crossings must span the entire channel width (a minimum of 1.2 times the ordinary high water mark width). Crossings must maintain the natural stream substrate within the structure (natural stream substrate must be replaced in sumped box and pipe culverts up to the existing flowline). Scour protection at the inlet and outlet must not extend above the existing flowline elevation to maintain aquatic organism passage. Stream depth, channel width and water velocities in the crossing structure during low-flow conditions must approximate those in the natural stream channel.

3) Riparian Habitat:

We recommend a mitigation plan be developed for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at: <http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf>.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, 1 inch to 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10"

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Division of Fish and Wildlife
Early Coordination/Environmental Assessment

dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in regularly mowed areas only.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not excavate in the low flow area except for the placement of pipes and riprap, or removal of the old structure.
6. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
7. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
8. Do not use broken concrete as riprap.
9. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
10. Minimize the movement of resuspended bottom sediment from the immediate project area.
11. Do not deposit or allow construction/demolition materials or debris to fall or otherwise enter the waterway.
12. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
13. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

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State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

Contact Staff: Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.

JoAnne D. Cummings

Date: March 31, 2022

for Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife



Organization and Project Information

Project ID: INDOT
Des. ID: 1900192
Project Title: US 52 HMA Overlay, Minor Structural
Name of Organization: CHA Consulting
Requested by: Mackenzie Knotts

Environmental Assessment Report

1. Geological Hazards:

- High liquefaction potential
- Floodway

2. Mineral Resources:

- Bedrock Resource: High Potential
- Sand and Gravel Resource: High Potential

3. Active or abandoned mineral resources extraction sites:

- Petroleum Exploration Wells
- Abandoned Industrial Minerals Quarries
- Abandoned Industrial Minerals Sand Gravel Pits
- Active Industrial Minerals Sites (2016) ([Industrial Minerals](#))

*All map layers from Indiana Map (maps.indiana.edu)

DISCLAIMER:

This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use. No attempt has been made in either the design or production of these data and document to define the limits or jurisdiction of any federal, state, or local government. The data used to assemble this document are intended for use only at the published scale of the source data or smaller (see the metadata links below) and are for reference purposes only. They are not to be construed as a legal document or survey instrument. A detailed on-the-ground survey and historical analysis of a single site may differ from these data and this document.

This information was furnished by Indiana Geological Survey

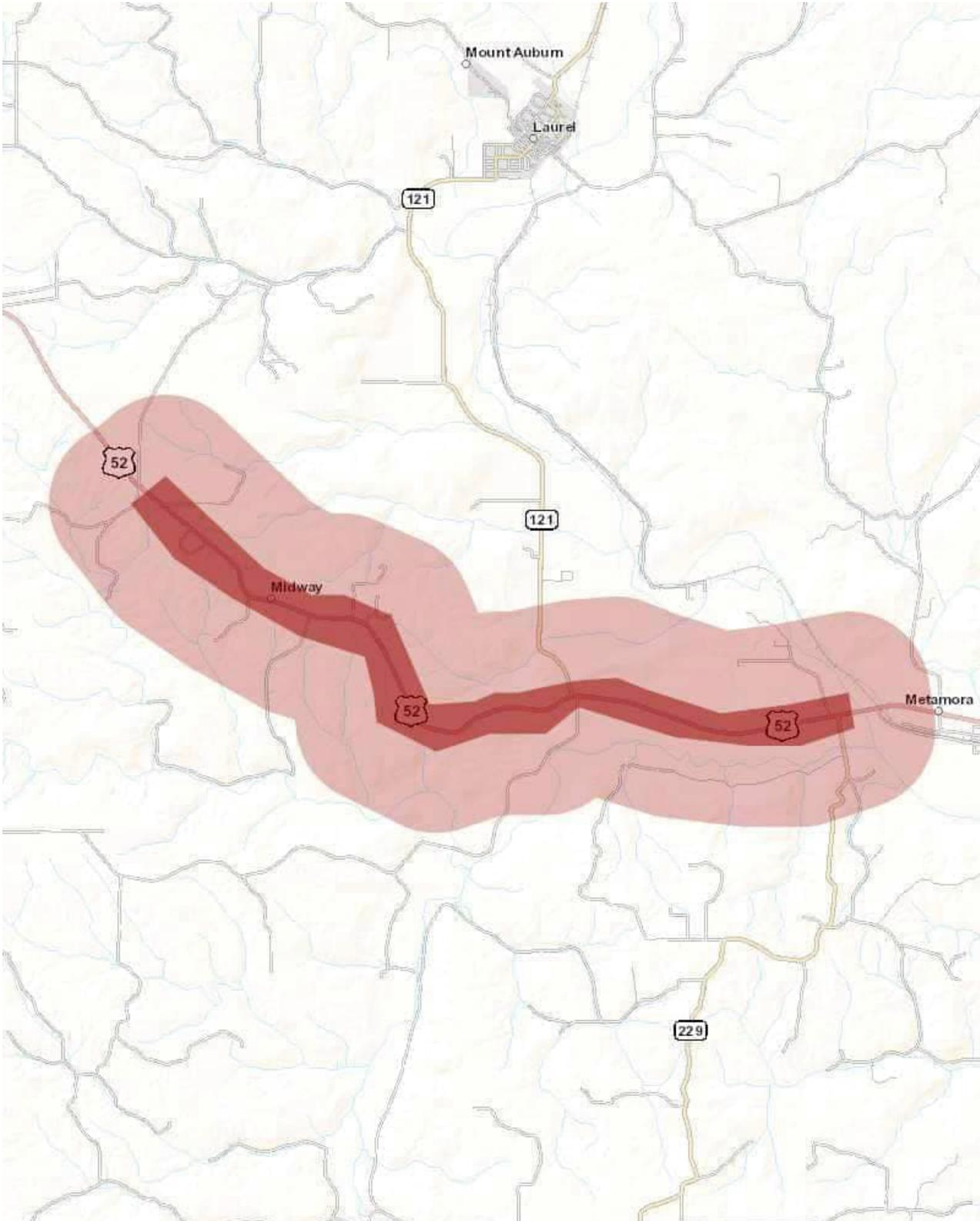
Address: 1001 E. 10th St., Bloomington, IN 47405

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: June 16, 2022







Metadata:

- https://maps.indiana.edu/metadata/Geology/Petroleum_Wells.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Quarries_Abandoned.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Pits_Abandoned.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sites_2016.html
- https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html
- https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273



In Reply Refer To:

June 13, 2022

Project code: 2022-0051136

Project Name: US 52-HMA Overlay, Minor Structural Project, Des. No. 1900192

Subject: Concurrence verification letter for the 'US 52-HMA Overlay, Minor Structural Project, Des. No. 1900192' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated June 13, 2022 to verify that the **US 52-HMA Overlay, Minor Structural Project, Des. No. 1900192** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities: If your initial bridge/culvert or structure assessments failed to detect Indiana bats, but you later detect bats prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Candidate

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

US 52-HMA Overlay, Minor Structural Project, Des. No. 1900192

Description

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), is proposing to proceed with roadway improvements and small structure replacements to US 52 from the SR 244 JCT to the SR 229 JCT, in Posey, Metamora, and Laurel Township, Franklin County, Indiana. The mainline pavement is anticipated to be milled 3.5 to 4.0 inches and overlaid with a 1.5-inch surface hot mixed asphalt (HMA) layer on top of a 2.5-inch intermediate layer. The locations of pavement failure should be full depth using HMA Type B Patching. Driveways and approaches are to be milled and finished with either HMA or Prestressed Concrete Cylinder Pipe (PCCP) depending on existing pavement type. Existing damaged guardrail will be replaced in kind within the project area and all existing guardrail end treatments will be updated to meet current standards. The superelevation of the roadway that do not meet current design standards will also be corrected. Additionally, five small structures will be replaced within the project area. It is anticipated that structure CLV 052-024-114.58 (located approximately 0.57 mile east of the Bulltown Road intersection) will be replaced with an 18-inch by 69-foot metal pipe. Structure CLV 052-024-116.27 (located approximately 0.45 mile east of the Chapel Road intersection) will be replaced with a 20 inch by 73 foot metal pipe. Structure CLV 052-024-116.59 (located approximately 0.22 mile west of the West Roberts Road intersection) will be replaced with an 18 inch by 81-foot metal pipe. Structure CLV 052-024-117.47 (located approximately 0.21 mile east of the Frazer Road intersection) will be replaced with an 18 inch by 83-foot metal pipe. Lastly, structure CLV 052-024-117.88 (located approximately 0.46 mile east of the Frazer Road intersection) is anticipated to be replaced with an 18 inch by 60-foot metal pipe. The project will require approximately 0.75 acres of permanent right-of-way. No temporary right-of-way will be required. Land use in the project area is generally agricultural, forested, and residential. There will be approximately 0.28 acre of tree clearing as a result of this project. The dominant tree species noted were; Robinia pseudoacacia (black locust, FACU) , Ulmus rubra (slippery elm, FAC), Acer rubrum (red maple, FAC, Pinus strobus (white pine, FACU), Platanus occidentalis (American sycamore, FACW), Liriodendron tulipifera (tulip tree, FACU), Acer saccharum (sugar maple, FACU), Cornus florida (flowering dogwood, FACU), and Liquidambar styraciflua (sweetgum, FACW). The understory consisted of Lonicera japonica (japanese honeysuckle, FACU). There will be no permanent lighting installed. Temporary lighting may be used during the construction process. Based on a field visit on October 13, 2021, there was not evidence of bats seen or heard within the structures. A review of the USFWS database on February 11, 2022, did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. There is suitable summer habitat within and adjacent to the project area. Construction will occur during the construction season 2024 (typically March to October).

Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

Yes

2. Is the project within the range of the Northern long-eared bat^[1]?

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) *Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat](#).

Yes

9. Will the project remove *any* suitable summer habitat^[1] and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

No

11. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

No

12. Does the project include activities **within documented Indiana bat habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors?

Yes

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

B) During the inactive season

15. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

16. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

Yes

17. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

B) During the inactive season

18. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

Yes

19. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

No

20. Are *all* trees that are being removed clearly demarcated?
Yes
21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?
No
22. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?
No
23. Does the project include slash pile burning?
No
24. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?
Yes
25. Is there *any* suitable habitat^[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's current [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

26. Has a bridge assessment^[1] been conducted **within** the last 24 months^[2] to determine if the bridge is being used by bats?

[1] See [User Guide Appendix D](#) for bridge/structure assessment guidance

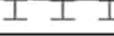
[2] Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.

Yes

SUBMITTED DOCUMENTS

- *059338_US52 Des. No. 1900192 Bat Assessment Form_2021-10-13.pdf* <https://ipac.ecosphere.fws.gov/project/E6OHYUVMKBEDLHXOQ2LVOQHVCU/projectDocuments/113892976>

Bridge/Structure Bat Assessment Form

Date & Time of Assessment: 10/13/2021, 12 pm		DOT Project Number: 1900192		Route/Facility Carried: US 52		County: Franklin	
Federal Structure ID: CLV-052-024-114.58		Structure Coordinates (latitude and longitude): 39.484236, -85.245536		Structure Height (approximate): 18 inches		Structure Length: 70 feet	
Structure Type (check one)				Structure Material (check all that apply)			
<i>Bridge Construction Style</i>				<i>Deck Material</i>		<i>Beam Material</i>	
<input type="radio"/> Cast-in-place 		<input type="radio"/> Pre-stressed Girder 		<input type="checkbox"/> Metal	<input type="checkbox"/> None	<input type="checkbox"/> Concrete	
<input type="radio"/> Flat Slab/Box 		<input type="radio"/> Steel I-beam 		<input type="checkbox"/> Concrete	<input type="checkbox"/> Concrete	<input type="checkbox"/> Timber	
<input type="radio"/> Truss 		<input type="radio"/> Covered 		<input type="checkbox"/> Timber	<input type="checkbox"/> Steel	<input type="checkbox"/> Stone/Masonry	
<input type="radio"/> Parallel Box Beam 		<input type="radio"/> Other: _____		<input type="checkbox"/> Open grid	<input type="checkbox"/> Timber	<input type="checkbox"/> Other:	
<i>Culvert Type</i>				<i>Culvert Material</i>		<i>Creosote Evidence</i>	
<input type="radio"/> Box		<input type="radio"/> Other Structure		<input checked="" type="checkbox"/> Metal			<input type="radio"/> Yes <input type="radio"/> No
<input type="radio"/> Pipe/Round				<input type="checkbox"/> Concrete			<input type="radio"/> Unknown
<input type="radio"/> Other: _____				<input type="checkbox"/> Plastic			<i>Notes:</i>
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
<input type="checkbox"/> Bare ground		<input type="checkbox"/> Open vegetation		<input checked="" type="checkbox"/> Agricultural		<input type="checkbox"/> Grassland	
<input type="checkbox"/> Rip-rap		<input type="checkbox"/> Closed vegetation		<input type="checkbox"/> Commercial		<input type="checkbox"/> Ranching	
<input type="checkbox"/> Flowing water		<input type="checkbox"/> Railroad		<input type="checkbox"/> Residential-urban		<input type="checkbox"/> Riparian/wetland	
<input type="checkbox"/> Standing water		<input type="checkbox"/> Road/trail - Type: _____		<input checked="" type="checkbox"/> Residential-rural		<input type="checkbox"/> Mixed use	
<input checked="" type="checkbox"/> Seasonal water		<input type="checkbox"/> Other: _____		<input checked="" type="checkbox"/> Woodland/forested		<input type="checkbox"/> Other: _____	
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
<input type="checkbox"/> All crevices and cracks:		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species	
<input checked="" type="checkbox"/> Bridges/culverts: rough surfaces or imperfections in concrete				<input type="checkbox"/> Guano		<input type="checkbox"/> Odor	
<input type="checkbox"/> Other structures: soffits, rafters, attic areas				<input type="checkbox"/> Staining		<input type="checkbox"/> Photos	
<input type="checkbox"/> Concrete surfaces (open roosting on concrete)		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species	
<input type="checkbox"/> Spaces between concrete end walls and the bridge deck		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Guano		<input type="checkbox"/> Odor	
<input type="checkbox"/> Crack between concrete railings on top of the bridge deck		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Staining		<input type="checkbox"/> Photos	
<input type="checkbox"/> Vertical surfaces on concrete I-beams		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species	
<input type="checkbox"/> Spaces between walls, ceiling joists		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Guano		<input type="checkbox"/> Odor	
<input type="checkbox"/> Weep holes, scupper drains, and inlets/pipes		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Staining		<input type="checkbox"/> Photos	
<input type="checkbox"/> All guiderails		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species	
<input type="checkbox"/> All expansion joints		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Guano		<input type="checkbox"/> Odor	
<input type="checkbox"/> All expansion joints		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Staining		<input type="checkbox"/> Photos	
Name: Aaron Stroude				Signature: 			

Bridge/Structure Bat Assessment Form

Date & Time of Assessment: 10/13/2021, 12:15 pm		DOT Project Number: 1900192		Route/Facility Carried: US 52		County: Franklin	
Federal Structure ID: CLV-052-024-116.27		Structure Coordinates (latitude and longitude): 39.465603, -85.225392		Structure Height (approximate): 24 inches		Structure Length: 73 feet	
Structure Type (check one)				Structure Material (check all that apply)			
<i>Bridge Construction Style</i>				<i>Deck Material</i>		<i>Beam Material</i>	
<input type="radio"/> Cast-in-place 		<input type="radio"/> Pre-stressed Girder 		<input type="checkbox"/> Metal	<input type="checkbox"/> None		<input type="checkbox"/> Concrete
<input type="radio"/> Flat Slab/Box 		<input type="radio"/> Steel I-beam 		<input type="checkbox"/> Concrete	<input type="checkbox"/> Concrete		<input type="checkbox"/> Timber
<input type="radio"/> Truss 		<input type="radio"/> Covered 		<input type="checkbox"/> Timber	<input type="checkbox"/> Steel		<input type="checkbox"/> Stone/Masonry
<input type="radio"/> Parallel Box Beam 		<input type="radio"/> Other: _____		<input type="checkbox"/> Open grid	<input type="checkbox"/> Timber		<input type="checkbox"/> Other: _____
				<input type="checkbox"/> Other: _____		Creosote Evidence	
Culvert Type				Culvert Material		<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	
<input type="radio"/> Box <input type="radio"/> Pipe/Round <input type="radio"/> Other: _____		<input type="radio"/> Other Structure: _____		<input checked="" type="checkbox"/> Metal	<input type="checkbox"/> Concrete <input type="checkbox"/> Plastic <input type="checkbox"/> Stone/Masonry <input type="checkbox"/> Other: _____		Notes:
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
<input type="checkbox"/> Bare ground		<input type="checkbox"/> Open vegetation		<input checked="" type="checkbox"/> Agricultural		<input type="checkbox"/> Grassland	
<input type="checkbox"/> Rip-rap		<input type="checkbox"/> Closed vegetation		<input type="checkbox"/> Commercial		<input type="checkbox"/> Ranching	
<input type="checkbox"/> Flowing water		<input type="checkbox"/> Railroad		<input type="checkbox"/> Residential-urban		<input type="checkbox"/> Riparian/wetland	
<input type="checkbox"/> Standing water		<input type="checkbox"/> Road/trail - Type: _____		<input checked="" type="checkbox"/> Residential-rural		<input type="checkbox"/> Mixed use	
<input checked="" type="checkbox"/> Seasonal water		<input type="checkbox"/> Other: _____		<input checked="" type="checkbox"/> Woodland/forested		<input type="checkbox"/> Other: _____	
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
<input type="checkbox"/> All crevices and cracks: <input checked="" type="checkbox"/> Bridges/culverts: rough surfaces or imperfections in concrete <input type="checkbox"/> Other structures: soffits, rafters, attic areas		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining		<input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species	
<input type="checkbox"/> Concrete surfaces (open roosting on concrete)		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining		<input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species	
<input type="checkbox"/> Spaces between concrete end walls and the bridge deck		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining		<input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species	
<input type="checkbox"/> Crack between concrete railings on top of the bridge deck 		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining		<input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species	
<input type="checkbox"/> Vertical surfaces on concrete I-beams		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining		<input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species	
<input type="checkbox"/> Spaces between walls, ceiling joists		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining		<input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species	
<input type="checkbox"/> Weep holes, scupper drains, and inlets/pipes		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining		<input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species	
<input type="checkbox"/> All guiderails		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining		<input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species	
<input type="checkbox"/> All expansion joints		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining		<input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species	
Name: Aaron Stroude				Signature: 			

Bridge/Structure Bat Assessment Form

Date & Time of Assessment: 10/13/2021, 12:30 pm		DOT Project Number: 1900192		Route/Facility Carried: US 52		County: Franklin			
Federal Structure ID: CLV-052-024-116.59		Structure Coordinates (latitude and longitude): 39.462541, -85.220756		Structure Height (approximate): 15 inches		Structure Length: 70 feet			
Structure Type (check one)				Structure Material (check all that apply)					
<i>Bridge Construction Style</i>				<i>Deck Material</i>		<i>Beam Material</i>			
<input type="radio"/> Cast-in-place 		<input type="radio"/> Pre-stressed Girder 		<input type="checkbox"/> Metal	<input type="checkbox"/> None		<input type="checkbox"/> Concrete		
<input type="radio"/> Flat Slab/Box 		<input type="radio"/> Steel I-beam 		<input type="checkbox"/> Concrete	<input type="checkbox"/> Concrete		<input type="checkbox"/> Timber		
<input type="radio"/> Truss 		<input type="radio"/> Covered 		<input type="checkbox"/> Timber	<input type="checkbox"/> Steel		<input type="checkbox"/> Stone/Masonry		
<input type="radio"/> Parallel Box Beam 		<input type="radio"/> Other: _____		<input type="checkbox"/> Open grid	<input type="checkbox"/> Timber		<input type="checkbox"/> Other: _____		
Culvert Type: <input type="radio"/> Box <input type="radio"/> Pipe/Round <input type="radio"/> Other: _____				Culvert Material: <input checked="" type="checkbox"/> Metal <input type="checkbox"/> Concrete <input type="checkbox"/> Plastic <input type="checkbox"/> Stone/Masonry <input type="checkbox"/> Other: _____		Creosote Evidence: <input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown			
Other Structure: <input type="radio"/> _____				Notes: _____					
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)					
<input type="checkbox"/> Bare ground		<input type="checkbox"/> Open vegetation		<input checked="" type="checkbox"/> Agricultural		<input type="checkbox"/> Grassland			
<input type="checkbox"/> Rip-rap		<input type="checkbox"/> Closed vegetation		<input type="checkbox"/> Commercial		<input type="checkbox"/> Ranching			
<input type="checkbox"/> Flowing water		<input type="checkbox"/> Railroad		<input type="checkbox"/> Residential-urban		<input type="checkbox"/> Riparian/wetland			
<input type="checkbox"/> Standing water		<input type="checkbox"/> Road/trail - Type: _____		<input checked="" type="checkbox"/> Residential-rural		<input type="checkbox"/> Mixed use			
<input checked="" type="checkbox"/> Seasonal water		<input type="checkbox"/> Other: _____		<input checked="" type="checkbox"/> Woodland/forested		<input type="checkbox"/> Other: _____			
Areas Assessed (check all that apply)									
Check all areas that apply. If an area is not present in the structure, check the "not present" box.									
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.									
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)					
<input type="checkbox"/> All crevices and cracks:		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species			
<input checked="" type="checkbox"/> Bridges/culverts: rough surfaces or imperfections in concrete				<input type="checkbox"/> Guano		<input type="checkbox"/> Odor			
<input type="checkbox"/> Other structures: soffits, rafters, attic areas				<input type="checkbox"/> Staining		<input type="checkbox"/> Photos			
<input type="checkbox"/> Concrete surfaces (open roosting on concrete)				<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species	
<input type="checkbox"/> Spaces between concrete end walls and the bridge deck				<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species	
<input type="checkbox"/> Crack between concrete railings on top of the bridge deck		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species			
<input type="checkbox"/> Vertical surfaces on concrete I-beams		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species			
<input type="checkbox"/> Spaces between walls, ceiling joists		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species			
<input type="checkbox"/> Weep holes, scupper drains, and inlets/pipes		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species			
<input checked="" type="checkbox"/> All guiderails		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species			
<input type="checkbox"/> All expansion joints		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species			
Name: Aaron Stroude				Signature: 					

Bridge/Structure Bat Assessment Form

Date & Time of Assessment: 10/13/2021, 12:45 pm		DOT Project Number: 1900192		Route/Facility Carried: US 52		County: Franklin			
Federal Structure ID: CLV-052-024-117.47		Structure Coordinates (latitude and longitude): 39.45782, -85.20692		Structure Height (approximate): 15 inches		Structure Length: 50 feet			
Structure Type (check one)				Structure Material (check all that apply)					
<i>Bridge Construction Style</i>				<i>Deck Material</i>		<i>Beam Material</i>			
<input type="radio"/> Cast-in-place 		<input type="radio"/> Pre-stressed Girder 		<input type="checkbox"/> Metal	<input type="checkbox"/> None		<input type="checkbox"/> Concrete		
<input type="radio"/> Flat Slab/Box 		<input type="radio"/> Steel I-beam 		<input type="checkbox"/> Concrete	<input type="checkbox"/> Concrete		<input type="checkbox"/> Timber		
<input type="radio"/> Truss 		<input type="radio"/> Covered 		<input type="checkbox"/> Timber	<input type="checkbox"/> Steel		<input type="checkbox"/> Stone/Masonry		
<input type="radio"/> Parallel Box Beam 		<input type="radio"/> Other: _____		<input type="checkbox"/> Open grid	<input type="checkbox"/> Timber		<input type="checkbox"/> Other: _____		
Culvert Type: <input type="radio"/> Box <input type="radio"/> Pipe/Round <input type="radio"/> Other: _____				Culvert Material: <input checked="" type="checkbox"/> Metal <input type="checkbox"/> Concrete <input type="checkbox"/> Plastic <input type="checkbox"/> Stone/Masonry <input type="checkbox"/> Other: _____		End/Back Wall Material: <input type="checkbox"/> Concrete <input type="checkbox"/> Timber <input type="checkbox"/> Stone/Masonry <input type="checkbox"/> Other: _____			
Other Structure: <input type="radio"/> _____				Creosote Evidence: <input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown		Notes: _____			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)					
<input type="checkbox"/> Bare ground		<input type="checkbox"/> Open vegetation		<input checked="" type="checkbox"/> Agricultural		<input type="checkbox"/> Grassland			
<input type="checkbox"/> Rip-rap		<input type="checkbox"/> Closed vegetation		<input type="checkbox"/> Commercial		<input type="checkbox"/> Ranching			
<input type="checkbox"/> Flowing water		<input type="checkbox"/> Railroad		<input type="checkbox"/> Residential-urban		<input type="checkbox"/> Riparian/wetland			
<input type="checkbox"/> Standing water		<input type="checkbox"/> Road/trail - Type: _____		<input checked="" type="checkbox"/> Residential-rural		<input type="checkbox"/> Mixed use			
<input checked="" type="checkbox"/> Seasonal water		<input type="checkbox"/> Other: _____		<input checked="" type="checkbox"/> Woodland/forested		<input type="checkbox"/> Other: _____			
Areas Assessed (check all that apply)									
Check all areas that apply. If an area is not present in the structure, check the "not present" box.									
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.									
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)					
<input type="checkbox"/> All crevices and cracks:		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species			
<input checked="" type="checkbox"/> Bridges/culverts: rough surfaces or imperfections in concrete				<input type="checkbox"/> Guano		<input type="checkbox"/> Odor			
<input type="checkbox"/> Other structures: soffits, rafters, attic areas				<input type="checkbox"/> Staining		<input type="checkbox"/> Photos			
<input type="checkbox"/> Concrete surfaces (open roosting on concrete)				<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species	
<input type="checkbox"/> Spaces between concrete end walls and the bridge deck				<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species	
<input type="checkbox"/> Crack between concrete railings on top of the bridge deck		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species			
<input type="checkbox"/> Vertical surfaces on concrete I-beams		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species			
<input type="checkbox"/> Spaces between walls, ceiling joists		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species			
<input type="checkbox"/> Weep holes, scupper drains, and inlets/pipes		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species			
<input type="checkbox"/> All guiderails		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species			
<input type="checkbox"/> All expansion joints		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible Species			
Name: Aaron Stroude				Signature: 					

Bridge/Structure Bat Assessment Form

Date & Time of Assessment 10/13/2021, 1 pm		DOT Project Number 1900192		Route/Facility Carried US 52		County Franklin	
Federal Structure ID CLV-052-024-117.88		Structure Coordinates (latitude and longitude) 39.45327, -85.20249		Structure Height (approximate) 18 inches		Structure Length 50 feet	
Structure Type (check one)				Structure Material (check all that apply)			
<i>Bridge Construction Style</i>				<i>Deck Material</i>		<i>Beam Material</i>	
<input type="radio"/> Cast-in-place 		<input type="radio"/> Pre-stressed Girder 		<input type="checkbox"/> Metal	<input type="checkbox"/> None	<input type="checkbox"/> Concrete	
<input type="radio"/> Flat Slab/Box 		<input type="radio"/> Steel I-beam 		<input type="checkbox"/> Concrete	<input type="checkbox"/> Concrete	<input type="checkbox"/> Timber	
<input type="radio"/> Truss 		<input type="radio"/> Covered 		<input type="checkbox"/> Timber	<input type="checkbox"/> Steel	<input type="checkbox"/> Stone/Masonry	
<input type="radio"/> Parallel Box Beam 		<input type="radio"/> Other: _____		<input type="checkbox"/> Open grid	<input type="checkbox"/> Timber	<input type="checkbox"/> Other: _____	
<i>Culvert Type</i>				<i>Culvert Material</i>		<i>Creosote Evidence</i>	
<input type="radio"/> Box		<input type="radio"/> Other Structure _____		<input checked="" type="checkbox"/> Metal	<input type="checkbox"/> Yes <input type="checkbox"/> No		
<input type="radio"/> Pipe/Round				<input type="checkbox"/> Concrete	<input type="checkbox"/> Unknown		
<input type="radio"/> Other: _____				<input type="checkbox"/> Plastic	<i>Notes:</i>		
				<input type="checkbox"/> Stone/Masonry			
				<input type="checkbox"/> Other: _____			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
<input type="checkbox"/> Bare ground		<input type="checkbox"/> Open vegetation		<input checked="" type="checkbox"/> Agricultural		<input type="checkbox"/> Grassland	
<input type="checkbox"/> Rip-rap		<input type="checkbox"/> Closed vegetation		<input type="checkbox"/> Commercial		<input type="checkbox"/> Ranching	
<input type="checkbox"/> Flowing water		<input type="checkbox"/> Railroad		<input type="checkbox"/> Residential-urban		<input type="checkbox"/> Riparian/wetland	
<input type="checkbox"/> Standing water		<input type="checkbox"/> Road/trail - Type: _____		<input checked="" type="checkbox"/> Residential-rural		<input type="checkbox"/> Mixed use	
<input checked="" type="checkbox"/> Seasonal water		<input type="checkbox"/> Other: _____		<input checked="" type="checkbox"/> Woodland/forested		<input type="checkbox"/> Other: _____	
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
<input type="checkbox"/> All crevices and cracks:		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
<input checked="" type="checkbox"/> Bridges/culverts: rough surfaces or imperfections in concrete				<input type="checkbox"/> Guano		<input type="checkbox"/> Odor	
<input type="checkbox"/> Other structures: soffits, rafters, attic areas				<input type="checkbox"/> Staining		<input type="checkbox"/> Photos	
<input type="checkbox"/> Concrete surfaces (open roosting on concrete)		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
<input type="checkbox"/> Spaces between concrete end walls and the bridge deck		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Guano		<input type="checkbox"/> Odor	
<input type="checkbox"/> Crack between concrete railings on top of the bridge deck		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Staining		<input type="checkbox"/> Photos	
<input type="checkbox"/> Vertical surfaces on concrete I-beams		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
<input type="checkbox"/> Spaces between walls, ceiling joists		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Guano		<input type="checkbox"/> Odor	
<input type="checkbox"/> Weep holes, scupper drains, and inlets/pipes		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Staining		<input type="checkbox"/> Photos	
<input type="checkbox"/> All guiderails		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead #		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
<input type="checkbox"/> All expansion joints		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Guano		<input type="checkbox"/> Odor	
				<input type="checkbox"/> Staining		<input type="checkbox"/> Photos	
Name: Aaron Stroude				Signature: 			

27. Did the bridge assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the bridge (bats, guano, etc.)^[1]?

[1] If bridge assessment detects signs of *any* species of bats, coordination with the local FWS office is needed to identify potential threatened or endangered bat species. Additional studies may be undertaken to try to identify which bat species may be utilizing the bridge prior to allowing *any* work to proceed.

Note: There is a small chance bridge assessments for bat occupancy do not detect bats. Should a small number of bats be observed roosting on a bridge just prior to or during construction, such that take is likely to occur or does occur in the form of harassment, injury or death, the PBO requires the action agency to report the take. Report all unanticipated take within 2 working days of the incident to the USFWS. Construction activities may continue without delay provided the take is reported to the USFWS and is limited to 5 bats per project.

No

28. Will the bridge removal, replacement, and/or maintenance activities include installing new or replacing existing **permanent** lighting?

No

29. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

30. Will the project involve the use of **temporary** lighting *during* the active season?

Yes

31. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?

Yes

32. Will the project install new or replace existing **permanent** lighting?

No

33. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

No

34. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage, rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

35. Will the project raise the road profile **above the tree canopy**?

No

36. Are the project activities that are not associated with habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

Automatically answered

Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO

37. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the Indiana bat's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

38. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

39. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected

40. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

41. Tree Removal AMM 1

Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal^[1] in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word “trees” as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS’ current summer survey guidance for our latest definitions of suitable habitat.

Yes

42. Tree Removal AMM 3

Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

Yes

43. Tree Removal AMM 4

Can the project avoid cutting down/removal of *all* (1) **documented**^[1] Indiana bat or NLEB roosts^[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

[2] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

44. Lighting AMM 1

Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

Yes

Project Questionnaire

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

N/A

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

N/A

3. How many acres^[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0.28

4. Please describe the proposed bridge work:

Culvert replacements

5. Please state the timing of all proposed bridge work:

2024 Construction Season (Typically March to October)

6. Please enter the date of the bridge assessment:

October 13, 2021

Avoidance And Minimization Measures (AMMs)

This determination key result includes the commitment to implement the following Avoidance and Minimization Measures (AMMs):

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

LIGHTING AMM 1

Direct temporary lighting away from suitable habitat during the active season.

TREE REMOVAL AMM 2

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

TREE REMOVAL AMM 4

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year.

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on April 28, 2022. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

IPaC User Contact Information

Agency: Indiana Department of Transportation
Name: Taylor Schwering
Address: 185 Agrico Lane
City: Seymour
State: IN
Zip: 47201
Email: tschwering@indot.in.gov
Phone: 8127160748

Lead Agency Contact Information

Lead Agency: Department of Transportation



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

In Reply Refer To:

June 07, 2022

Project Code: 2022-0051136

Project Name: US 52-HMA Overlay, Minor Structural Project, Des. No. 1900192

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process. For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of

Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List
- Migratory Birds
- Wetlands

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

(812) 334-4261

Project Summary

Project Code: 2022-0051136
Event Code: None
Project Name: US 52-HMA Overlay, Minor Structural Project, Des. No. 1900192
Project Type: Culvert Repair/Replacement/Maintenance
Project Description: The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), is proposing to proceed with roadway improvements and small structure replacements to US 52 from the SR 244 JCT to the SR 229 JCT, in Posey, Metamora, and Laurel Township, Franklin County, Indiana. The mainline pavement is anticipated to be milled 3.5 to 4.0 inches and overlaid with a 1.5-inch surface hot mixed asphalt (HMA) layer on top of a 2.5-inch intermediate layer. The locations of pavement failure should be full depth using HMA Type B Patching. Driveways and approaches are to be milled and finished with either HMA or Prestressed Concrete Cylinder Pipe (PCCP) depending on existing pavement type. Existing damaged guardrail will be replaced in kind within the project area and all existing guardrail end treatments will be updated to meet current standards. The superelevation of the roadway that do not meet current design standards will also be corrected. Additionally, five small structures will be replaced within the project area. It is anticipated that structure CLV 052-024-114.58 (located approximately 0.57 mile east of the Bulltown Road intersection) will be replaced with an 18-inch by 69-foot metal pipe. Structure CLV 052-024-116.27 (located approximately 0.45 mile east of the Chapel Road intersection) will be replaced with a 20 inch by 73 foot metal pipe. Structure CLV 052-024-116.59 (located approximately 0.22 mile west of the West Roberts Road intersection) will be replaced with an 18 inch by 81-foot metal pipe. Structure CLV 052-024-117.47 (located approximately 0.21 mile east of the Frazer Road intersection) will be replaced with an 18 inch by 83-foot metal pipe. Lastly, structure CLV 052-024-117.88 (located approximately 0.46 mile east of the Frazer Road intersection) is anticipated to be replaced with an 18 inch by 60-foot metal pipe. The project will require approximately 0.75 acres of permanent right-of-way. No temporary right-of-way will be required. Land use in the project area is generally agricultural, forested, and residential. There will be approximately 0.28 acre of tree clearing as a result of this project. The dominant tree species noted were; Robinia pseudoacacia (black locust, FACU) , Ulmus rubra (slippery elm, FAC), Acer rubrum (red maple, FAC), Pinus strobus (white pine, FACU), Platanus occidentalis (American sycamore, FACW), Liriodendron tulipifera (tulip tree, FACU), Acer saccharum (sugar maple, FACU), Cornus florida (flowering dogwood, FACU), and Liquidambar styraciflua (sweetgum, FACW). The understory consisted of Lonicera japonica (japanese honeysuckle, FACU). There will be no permanent lighting installed. Temporary lighting may be used

during the construction process. Based on a field visit on October 13, 2021, there was not evidence of bats seen or heard within the structures. A review of the USFWS database on February 11, 2022, did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. There is suitable summer habitat within and adjacent to the project area. Construction will occur during the construction season 2024 (typically March to October).

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.4726448,-85.23496284165347,14z>



Counties: Franklin County, Indiana

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

-
1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern \(BCC\) list](#) or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Aug 31
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31

NAME	BREEDING SEASON
<p>Cerulean Warbler <i>Dendroica cerulea</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/2974</p>	Breeds Apr 21 to Jul 20
<p>Golden Eagle <i>Aquila chrysaetos</i></p> <p>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.</p> <p>https://ecos.fws.gov/ecp/species/1680</p>	Breeds elsewhere
<p>Prairie Warbler <i>Dendroica discolor</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 1 to Jul 31
<p>Red-headed Woodpecker <i>Melanerpes erythrocephalus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 10 to Sep 10
<p>Wood Thrush <i>Hylocichla mustelina</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 10 to Aug 31

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum

probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.

3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

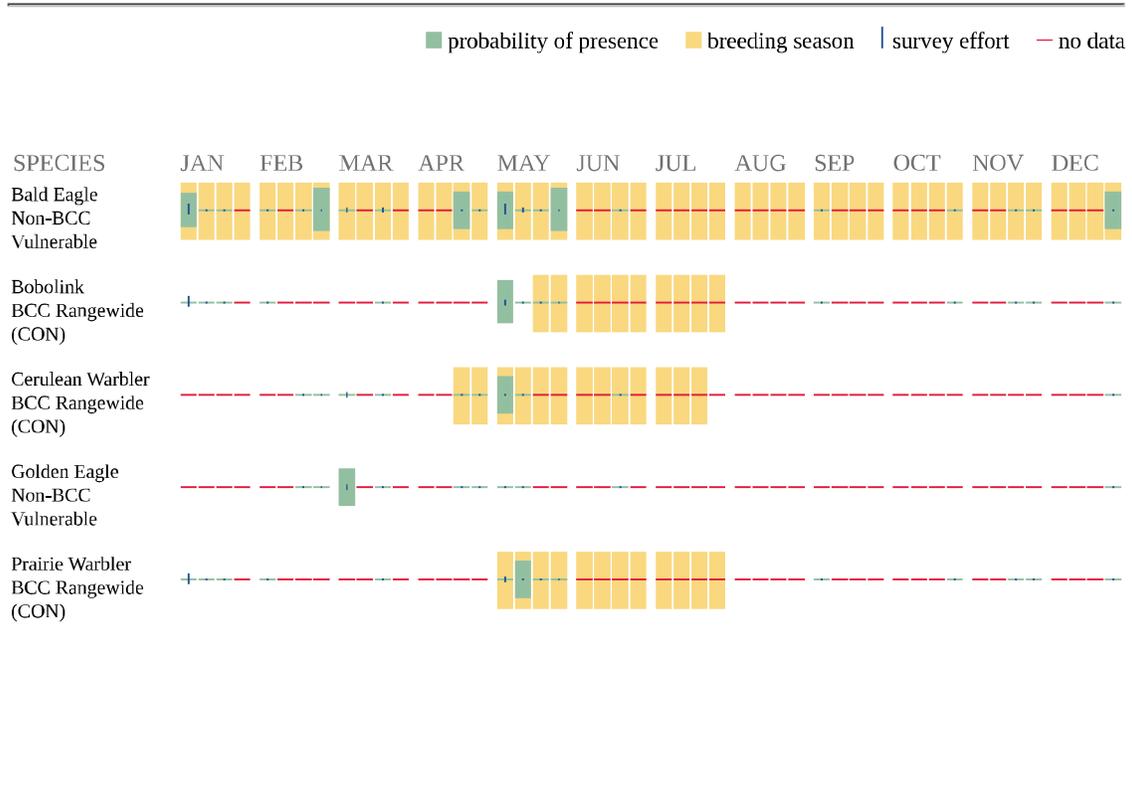
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

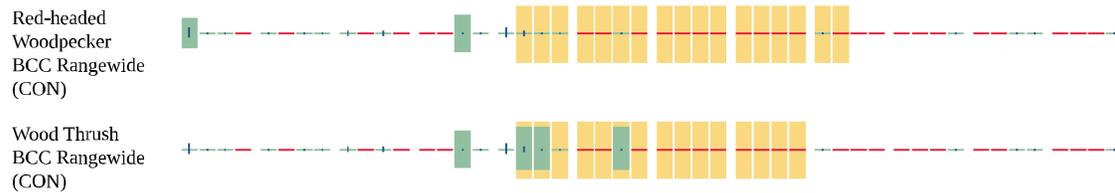
No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

- [Riverine](#)

IPaC User Contact Information

Agency: CHA

Name: Aaron Stroude

Address: 200 N Illinois Street

City: Indianapolis

State: IN

Zip: 46204

Email: astroude@chacompanies.com

Phone: 3174933075

March 15, 2022

Aaron Stroude
CHA Consulting, Inc.
Union Station
300 South Meridian Street
Indianapolis, Indiana 46225
ketzcorn@chacompanies.com

Dear Mr. Stroud:

The proposed project to proceed with roadway and bridge replacements on U.S. 52 from State Road 244 Junction to the State Road 229 Junction in Franklin County, Indiana (Des No. 1900192), as referred to in your letter received March 2, 2022, will cause a conversion of prime farmland.

The attached packet of information is for your use competing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859
john.allen@usda.gov.

Sincerely,

JOHN ALLEN Digitally signed by JOHN ALLEN
Date: 2022.03.15 09:42:36 -04'00'

JOHN ALLEN
Acting State Soil Scientist

Enclosures

The following two pages contain information for the five culverts.
C-49 contains four culverts, and C-50 contains the fifth.

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 3/2/22	4. Sheet 1 of 2
1. Name of Project DES1900192_US52		5. Federal Agency Involved	
2. Type of Project HMA Overlay, Minor Structural		6. County and State Franklin County, Indiana	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 3/2/22	2. Person Completing Form JRA
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size 189 ac	
5. Major Crop(s) Corn	6. Farnable Land in Government Jurisdiction Acres: 179804 % 72	7. Amount of Farmland As Defined in FPPA Acres: 115832 % 46	
8. Name Of Land Evaluation System Used LESA	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS 3/15/22	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment _____			
	114.58	116.27	116.59	117.47
A. Total Acres To Be Converted Directly	0.13	0.19	0.26	0.10
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0.00	0.00	0.00	0.00
C. Total Acres In Corridor	0.17	0.27	0.38	0.17

PART IV (To be completed by NRCS) Land Evaluation Information	114.58	116.27	116.59	117.47
A. Total Acres Prime And Unique Farmland	0.13	0.02	0.05	0.07
B. Total Acres Statewide And Local Important Farmland	0.00	0.00	0.00	0.00
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<0.001	<0.001	<0.001	<0.001
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	42	38	50	56

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	74	76	68	67
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points	114.58	116.27	116.59	117.47
1. Area in Nonurban Use	15	13	15	14	14
2. Perimeter in Nonurban Use	10	10	10	8	7
3. Percent Of Corridor Being Farmed	20	20	0	0	0
4. Protection Provided By State And Local Government	20	0	0	0	0
5. Size of Present Farm Unit Compared To Average	10	1	0	1	0
6. Creation Of Nonfarmable Farmland	25	0	0	0	0
7. Availability Of Farm Support Services	5	3	3	3	3
8. On-Farm Investments	20	0	0	0	0
9. Effects Of Conversion On Farm Support Services	25	0	0	0	0
10. Compatibility With Existing Agricultural Use	10	0	0	0	0
TOTAL CORRIDOR ASSESSMENT POINTS	160	47	28	26	

PART VII (To be completed by Federal Agency)	114.58	116.27	116.59	117.47	
Relative Value Of Farmland (From Part V)	100	74	76	68	67
Total Corridor Assessment (From Part VI above or a local site assessment)	160	47	28	26	24
TOTAL POINTS (Total of above 2 lines)	260	121	104	94	91

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---	-----------------------	--

5. Reason For Selection:

Signature of Person Completing this Part: Mackenzie Knotta DATE: 6/21/2022

NOTE: Complete a form for each segment with more than one Alternate Corridor

Clear Form

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	4. Sheet 2 of 2
1. Name of Project DES1900192_US52 (117.88)		5. Federal Agency Involved	
2. Type of Project HMA Overlay, Minor Structural		6. County and State Franklin County, Indiana	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 3/2/22	2. Person Completing Form JRA
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		4. Acres Irrigated Average Farm Size	
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: %		7. Amount of Farmland As Defined in FPPA Acres: %
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS 3/15/22	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment				
	Corridor A	Corridor B	Corridor C	Corridor D	
A. Total Acres To Be Converted Directly	0.12				
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0.00				
C. Total Acres In Corridor	0.17				
PART IV (To be completed by NRCS) Land Evaluation Information	XXX				
A. Total Acres Prime And Unique Farmland	XXX				
B. Total Acres Statewide And Local Important Farmland	XXX				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	XXX				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	XXX				
PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	0				
PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	14			
2. Perimeter in Nonurban Use	10	10			
3. Percent Of Corridor Being Farmed	20	4			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	1			
6. Creation Of Nonfarmable Farmland	25	3			
7. Availability Of Farm Support Services	5	3			
8. On-Farm Investments	20	0			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	2			
TOTAL CORRIDOR ASSESSMENT POINTS	160	37	0	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	37	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	37	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---	-----------------------	--

5. Reason For Selection:

Signature of Person Completing this Part: Mackenzie Knotta DATE 6/21/2022

NOTE: Complete a form for each segment with more than one Alternate Corridor

Stroude, Aaron

From: Rob Seig <fcsurveyor21@gmail.com>
Sent: Friday, March 4, 2022 7:23 AM
To: Stroude, Aaron
Cc: Jackie Wilhelm
Subject: [--EXTERNAL--]: Re: US 52 and SR 244 Junction to US 52 and SR 229 Junction, Des. No. 1900192

Hello Aaron. My name is Rob Seig and I am the new Franklin County Surveyor.

I have reviewed your letter. I do not know of any known environmental impacts related to the project referenced.

Let me know if I can be of further assistance.

Thanks.

Rob Seig - LS20200007

Franklin County Surveyor

1010 Franklin Ave
Brookville, IN 47012
765-647-5651 office
812-209-9099 cell
fcsurveyor21@gmail.com



Virus-free. www.avast.com

On Wed, Mar 2, 2022 at 4:16 PM Stroude, Aaron <ASTroude@chacompanies.com> wrote:

Hello Glenn Bailey,

Our firm was selected by the Indiana Department of Transportation (INDOT) to prepare the environmental documentation to advance the following HMA Overlay, Minor Structural Project:

Des. No. 1900192, US 52, from SR 244 Junction to SR 229 Junction HMA Overlay, Minor Structural Project, Franklin County, Indiana.

Stroude, Aaron

From: Washburn, Eric A CIV USCG D8 (USA) <Eric.Washburn@uscg.mil>
Sent: Wednesday, April 13, 2022 1:57 PM
To: Stroude, Aaron
Subject: [--EXTERNAL--]: RE: Bridge Project (#41-00098), Des. No. 1902767

Nothing for us to follow up on. Tks.

Respectfully,

Eric Washburn
USCG D8 Bridge Supervisor, Western Rivers
STL
314-269-2378

From: Stroude, Aaron <AStroude@chacompanies.com>
Sent: Wednesday, April 13, 2022 9:22 AM
To: Washburn, Eric A CIV USCG D8 (USA) <Eric.Washburn@uscg.mil>
Subject: [URL Verdict: Neutral][Non-DoD Source] Bridge Project (#41-00098), Des. No. 1902767

Hello,

Our firm was selected by the Indiana Department of Transportation (INDOT) to prepare the environmental documentation to advance the following Bridge Project:

Des. No. 1902767, Bridge Project (#41-00098) over Little Sugar Creek, Johnson County Indiana.

The attached coordination letter is written to describe the Bridge Project and to seek your comments regarding the resources under your jurisdiction. Please review the letter and let me know if you have any questions or comments

Aaron Stroude (he/him/his)
Scientist I
CHA
Office: (317) 493-3075
astroude@chacompanies.com
www.chacompanies.com



Responsibly Improving the World We Live In



Stroude, Aaron

From: Stanifer, Christie <cstanifer@dnr.IN.gov>
Sent: Tuesday, February 28, 2023 12:55 PM
To: Stroude, Aaron
Cc: Elmore, Summer
Subject: [--EXTERNAL--]: RE: Des No 1900192 - Bald Eagle/Nest

Follow Up Flag: Follow up
Flag Status: Completed

Hello again, Aaron and Summer. Taylor got back to me about the bald eagle nest sites. There are 3 nest sites all right near the eastern end point of the project area (shown on page 34 of the project information submittal). Two nest sites are south of US 52 along Salt Creek that are both well over 660' from the roadway.

A 3rd nest site is on the north side of US 52 along Whitewater River that is less than 660' (but more than 330') from the roadway end point.

Please let us know if you have any further questions. Have a great rest of your day!

Christie L. Stanifer
Environmental Coordinator
Indiana Department of Natural Resources
Division of Fish & Wildlife
402 West Washington St., Room W273
Indianapolis, IN 46204
cstanifer@dnr.in.gov
Direct: (317) 232-8163
www.dnr.IN.gov

From: Stroude, Aaron <AStroude@chacompanies.com>
Sent: Tuesday, February 28, 2023 9:12 AM
To: Stanifer, Christie <cstanifer@dnr.IN.gov>
Cc: Elmore, Summer <SElmore@chacompanies.com>
Subject: RE: Des No 1900192 - Bald Eagle/Nest

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Hi Christie –

Summer informed me you may also need the ER number for this project.

The number from the ECL response is ER-24534.

Thanks again!
Aaron Stroude (he/him/his)

Appendix D

Section 106 Consultation

Item	Appendix Page
Minor Projects PA Assessment Form	D-1 to D-4

Minor Projects PA Project Assessment Form

Date: 4/11/2022

Project Designation Number: 1900192

Route Number: US 52

Project Description: US 52 5 SMALL STRUCTURE REPLACEMENTS, HMA Overlay Minor Structural Location: SR 244 to SR 229

INDOT proposes an HMA overlay project including five small structure replacements along US 52 from SR 224 in Andersonville to SR 229 in Metamora, Franklin County, Indiana. No new right-of-way will be required for the HMA overlay and all construction activities will take place within the disturbed highway corridor.

The project drainage needs will be addressed by replacing five small structures within the project corridor. New right-of-way will be required for this portion of the proposed project. Approximately less than 2 acres of acquisition is expected. The five small structures proposed for replacement include:

- CLV 052-024-114.58 (UNT to Little Sanes Creek)
- CLV 052-024-116.27 (Sillimans Creek)
- CLV 052-024-116.59 (UNT to Little Salt Creek)
- CLV 052-024-117.47 (UNT to Little Salt Creek)
- CLV 052-024-117.88 (UNT to Little Salt Creek)

If the project includes any curb, curb ramp, or sidewalk work, please specify the location(s) of such work:

Feature crossed (if applicable): UNT to Little Salt Creek and Little Sanes Creek, and Sillimans Creek

City/Township: Metamora and Andersonville/Posey, Metamora and Laurel **County:** Franklin

Information reviewed (please check all that apply):

- General project location map USGS map Aerial photograph Interim Report
- Written description of project area General project area photos Soil survey data
- Previously completed historic property reports Previously completed archaeology reports
- Bridge Inspection Information SHAARD SHAARD GIS Streetview Imagery

Other (please specify): Project information provided by Gray & Pape, Heritage Management, submitted on February 24, 2022 and on file at INDOT-CRO.

Hahn, Christina and David Moffatt
2022 Phase Ia Archaeological Reconnaissance for the US 52 HMA Overlay Project from SR 224 to SR 229 with Five Small Structure Repair Replacements in Posey, Metamora, and Laurel Townships, Franklin County, Indiana (Des. No. 1900192). Report on file, Indiana Department of Transportation, Cultural Resources Office, Indianapolis, In.

Please specify all applicable categories and condition(s) (applicable conditions are highlighted):

A.4. Roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps or sidewalks will not be required.

B.9. Installation, replacement, repair, lining, or extension of culverts and other drainage structures under the conditions listed below [***BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied***]:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

i. Work occurs in previously disturbed soils; *OR*

ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

One of the conditions below must be met (*EITHER Condition i or Condition ii must be satisfied*):

i. Work does not involve installation of a new culvert and other drainage structure, and there are no impacts to unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under one of the following conditions (*Condition a, Condition b, or Condition c must be satisfied*):

a. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*

b. The structure exhibits only modern wood, stone, or brick structures or parts therein;
OR

c. The structure exhibits non-modern wood, stone, or brick structures or parts therein and the following conditions are met (*BOTH Condition 1 AND Condition 2 must be met*):

1. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*

2. The structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.

ii. Work involves the installation of a new culvert and other drainage structures *AND/OR* there may be impacts to unusual features, including historic brick or stone sidewalks, curbs

or curb ramps, stepped or elevated sidewalks and retaining walls, under the following conditions (*BOTH Condition a and Condition b must be satisfied*):

- a. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
- b. The subject structure exhibits one of the characteristics described below (*Condition 1, Condition 2 or Condition 3 must be satisfied*).
 1. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
 2. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
 3. The structure exhibits non-modern wood, stone, or brick structures or parts therein but lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.

Are there any commitments associated with this project? If yes, please explain and include in the Additional Comments Section below. yes no

Does the project result in a de minimis impact to a Section 4(f) protected historic resource? If yes, please explain in the Additional Comments Section below. yes no

Additional comments:

Above-ground Resources

An INDOT-Cultural Resources Office (CRO) historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 performed a desktop review of the surrounding area. Based on a review of online street-view imagery and aerial photography, the project occurs along a primarily rural area with a mix of agricultural fields and woods.

As the HMA overlay is covered under Category A.4, the desktop survey focused on the areas where pipe replacements are occurring.

The State and National Register of Historic Places was referenced for Franklin County. No listed properties are located adjacent to the pipe replacement areas.

The Indiana Historic Sites and Structures Inventory (IHSSI) was checked via the Indiana Historic Building, Bridges, and Cemeteries Map (IHBCM) and the State Historical Architectural and Archaeological Research Database (SHAARD). No surveyed properties rated "notable" or "outstanding" are located near the pipe replacement areas.

Review of aerial imagery and street-level imagery, no properties appear to be National Register eligible adjacent to the pipes. Further, photos submitted by the consultants show that the pipes are simple corrugated metal pipes with no stone, brick or wood materials.

Based on the available information, as summarized above, no above-ground concerns exist as long as the project scope does not change.

Archaeological Resources

An INDOT Cultural Resources Office (CRO) archaeologist, who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, reviewed the archaeology report submitted by Gray & Pape, Inc., on behalf of CHA, Inc., on February 17, 2022.

An archaeological records check and Phase Ia reconnaissance survey were conducted by Gray & Pape (Hahn and Moffatt 2022). The records check found that no previous recorded archaeological sites, or archaeological studies have been recorded within or adjacent to the survey area. A 43.2-acre survey area was examined through the excavation of shovel probes and visual inspection of disturbed areas. No evidence for archaeological deposits was identified by the field reconnaissance. The report was reviewed by INDOT Cultural Resources personnel who meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61. It is our opinion that the report is acceptable, and we concur with the evaluations and recommendations made by Gray & Pape (Hahn and Moffatt 2022). Therefore, there are no archaeological concerns.

Accidental Discovery: If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, construction within 100 feet of the find will be stopped and the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately.

INDOT Cultural Resources staff reviewer(s): Patrick Carpenter and Patricia Jo Korzeniewski

****Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall reference and include the description of the specific stipulation in the PA that qualifies the project as exempt from further Section 106 review.*